

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

T/B. N.M.S. 1201 and/or Owners and/or
Charterers
% National Marine Service,
3701 Kirby Building, Suite 1212
Houston, Texas 77006

INVOICE NO. 4-16

ORDER NO. Job #3786

DATE April 30, 196

P. O. NO.

TERMS ~~NET 30~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

Repairs to NMS 1201 as follows:

1. Gas free double skin vessel carrying Sub Chapter 0 Cargo.
Labor & Materials \$ 730.00
2. Furnish Gas Free Certificate 95.00
3. (a) Dry dock vessel (A.B.S. & U.S.C.G. Inspections) 300.00
(b) 3 laydays to complete inspections and repairs 120.00
4. Burn test holes as per Mr. Landry's instruction. Gauge and record same. Weld up inside to out after checking.
Labor & Materials 85.35
5. Crop and renew the following internals in wing tank and rake ends: #1 Stb. wing tank. 11 - 15" X 15" X 3/8" 1 - 36" X 18" X 3/8" and 4 - 33" X 18" X 3/8" plate bkts. Stern Rake. 2 - 18" X 16" X 3/8" bkts. and one 2' X 7'6" X 5/16" plate bulkhead at side sheet insert. Bow rake tank port side. 1 - 5'6" X 2' X 3/8" web and 1 - 2' X 20" X 3/8" plate bracket. No I Port wing tank 2 - 18" X 15" X 3/8" plate bkts and one 3' X 18" X 3/8" bkt. 9' of 1/2" X 4" flat bar and 11' of 6 X 3-1/2 X 3/8" angle plus 90 linear feet of misc. welding.
Labor & Materials 1,258.00

m. Marshall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

*11- Invoice 71-
69-*

T/B "LCT-55" and/or Owners and/or Charterers
c/o National Marine
3701 Curley Building Suite 1252
Houston, Texas 77001

INVOICE NO. 9-9

ORDER NO. JOB #3593

DATE September 29, 1969

P. O. NO. _____

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material, is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Partial gas free first 4 main tanks. Labor & materials	\$387.00
2. Furnish gas free certificate for barge in order to do hot work on #1 port tank.	90.00
3. Repair hole in #1 port tank knuckle. Hole had been punched from striking round object. Labor & materials	48.00
4. Air test #1 port & starboard tanks including foward rake tank. Labor & materials	65.00
	<u>\$590.00</u>
plus 3% sales & service tax	<u>\$ 17.70</u>
	<u>\$607.70</u>
5. Towing to and from Mile 202 on Intracoastal Canal with Tug AUDREY F.	<u>\$270.00</u>
TOTAL AMOUNT DUE.	<u>\$877.70</u>
	877.70

Checked By: *P. Marshall*

Mr. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B LCT-66 and/or Owners and/or Charterers
c/o National Marine
3701 Kirby Building, Suite 1252
Houston, Texas 77001

INVOICE NO. 9-14

ORDER NO. JOB #3594

DATE September 30, 1969

P. O. NO.

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material, is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free front rake tank, No.1 tank port & starboard,
No. 4 port and flush out and draft No. 2 tank port &
starboard. Labor & materials \$ 565.00
 2. Furnish gas free certificate necessary to do hot work. 65.00
 3. Air test foward rake tank. Locate leaks on starboard side
at side sheet and fracture at deck plate and transverse
bulkhead where deck longitudinals had fractured same.
Gouged out with electric ark and rewelded. Re-tested with
air, soap and water spray after welding. Repaired torch
gouge in deck yoder in #4 port tank. Drilled hole, taped
and installed 3/8 cap screw with nut and washer under,
tested and painted over area of repairs on deck.
Labor & materials 110.33
\$ 740.33
plus 3% Sales & service tax \$ 22.21
\$ 762.54
- Furnish Tug AUDREY F to tow from mile 202 to yard and
return from yard to mile 202 after repairs. 2 trips \$ 270.00
- TOTAL AMOUNT DUE. \$1,032.54

Checked By: Louis Smith

mm. Smith

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

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T/B NMS-2604 and/or Owners and/or Charterers
c/o National Marine Service, Inc.
3701 Kirby Drive Suite 1252
Houston, Texas 77001

INVOICE NO. 6-13
ORDER NO. JOB #3673
DATE June 23, 1970 196
P. O. NO. _____

TERMS: NET 30

RED LETTER CLAUSE

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Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

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1. Repairs to Tank Barge as per Field Survey dated 6/4/70.
 - A. (1) Furnish labor and materials necessary to dry dock damaged barge. \$ 400.00
 - (2) Laydays on marine ways to complete cleaning, repairs and painting. 9 days @ 30.00 per day. 270.00
 - B. Necessary cleaning and gas freeing, which will require removal of solidified asphalt in foward rake, interbottom knuckle and No. 1 port and starboard interbottom under #1 tank. Heat and remove asphalt from #1 tank. Removal of all insulation under #1 main cargo tank and 7' on side wing walls and across foward rake tank bulkhead. Labor and materials 3,000.00
 - C. Furnish necessary gas free certificate. 75.00
 - D. Necessary fairing of adjacent steel surfaces to renewals. 200.00
 - E. Necessary renewals of crushed and/or broken heater coil discharge pipe in #1 interbottom. 70.00
 - F. Necessary renewal of all 3" thick insulation and wire netting on foward bulkhead of #1 tank 7'x 44' wing tank walls of #1 tank 2 x 50 x 7' and bottom of #1 tank 44' x 50'. Total of 3,208 sq. of insulation including wire for bottom tanks @ 1.40 per sq.ft. 4,491.20

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- | | | |
|----|---|-----------|
| G. | Necessary testing of foward rake, #1 tank and
2 wing tanks in way of repairs. L & M | \$ 160.00 |
| H. | Necessary recoating of new and disturbed surfaces
inside and our foward rake and interbottom of #1
tank. Sandblasted and coated with Epoxy. L&M | 900.00 |
| 2. | Necessary cutting out of plate and structural, headlog, bottom
plate, interbottom and #1 tank as per field survey items 1
through 23 plus additional 990 lbs. plate and structural in
#1 tank and interbottom under #1 tank. Total plate and
structural 25,868 lbs. @ 35¢ per lb. = Labor & materials | 9,053.80 |
| 3. | Crop and renew section of port knuckle where holed as per
Mr. Landry's instructions. Labor and materials | 85.00 |
| 4. | Furnish labor and materials to remove existing torn and
damaged insulation and replace with new insulation and
accessories on muffler and all defective materials on deck
lines as per Mr. George Landry. Labor and materials | 285.00 |

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Page 3

T/B NMS-2604 and/or Owners and/or Charterers
c/o National Marine Service, Inc.
3701 Kirby Drive Suite 1252
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INVOICE NO. 6-13

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5. Furnish and install with galvanized chain to manifold at end of manifolds two quarter barrels for drip pans. Repair remote shut down to power unit. Repair with Humble Weld - crack in water jacket to Sier-Bath Cargo Pump. Renew three 6" ullage screens and install two new 2½ gal. extinguishers with relief valves all as per Mr. Landry's instructions for USCG inspection, bi-annual and drydocking. Labor and materials

Total labor and materials

Plus 3% Sales and service tax

\$ 165.00

\$19,155.00

\$ 574.65

\$19,729.65

Tow barge from Mile 202 to SBA yard and return to Mile 202 GIWW after repairs complete.

\$ 270.00

TOTAL AMOUNT DUE. \$19,999.65

Checked By:

Rene Smarck

Mr. Marshall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Page 1

T/B NMS-2604 and/or Owners and/or Charterers
c/o National Marine Service, Inc.
3701 Kirby Drive Suite 1252
Houston, Texas 77001

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DATE June 23, 1970 196

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1. Repairs to Tank Barge as per Field Survey dated 6/4/70.

- | | | |
|----|--|-----------|
| A. | (1) Furnish labor and materials necessary to dry dock damaged barge. | \$ 400.00 |
| | (2) Laydays on marine ways to complete cleaning, repairs and painting. 9 days @ 30.00 per day. | 270.00 |
| B. | Necessary cleaning and gas freeing, which will require removal of solidified <u>asphalt</u> in foward rake, interbottom knuckle and No. 1 port and starboard interbottom under #1 tank. Heat and remove asphalt from #1 tank. Removal of all insulation under #1 main cargo tank and 7' on side wing walls and across foward rake tank bulkhead. Labor and materials | 3,000.00 |
| C. | Furnish necessary gas free certificate. | 75.00 |
| D. | Necessary fairing of adjacent steel surfaces to renewals. | 200.00 |
| E. | Necessary renewals of crushed and/or broken heater coil discharge pipe in #1 interbottom. | 70.00 |
| F. | Necessary renewal of all 3" thick insulation and wire netting on foward bulkhead of #1 tank 7'x 44' wing tank walls of #1 tank 2 x 50 x 7' and bottom of #1 tank 44' x 50'. Total of 3,208 sq. of insulation including wire for bottom tanks @ 1.40 per sq.ft. | 4,491.20 |

M. Smith
S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "NMS-3203" and/or Owners and/or Charterers
c/o National Marine Service
3701 Kirby Bldg. Suite 1212
Houston, Texas 77006
Att: Mr. R. L. Miller

INVOICE NO. 9-8

ORDER NO. JOB #3705

DATE Sept. 15, 1970 196

P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

RED LETTER CLAUSE

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1. Invoice for repairs to T/B "NMS-3203" as per field survey dated September 8, 1970, copy attached.
Agreed Price including shifting barge to and from Brown's Island Labor and materials \$3,562.00
2. Furnish and install three (3) fabricated bow running light stands as per Mr. George Landry's instructions using 3/16" plate. Two stands 3'6"x 1'x 5' and one stand 3'6"x 1'x 3'. Sandblast and Dimetecote with zinc and install on barge. Labor & materials 324.85
\$3,886.85
LESS credit on shifting charge 70.00
TOTAL AMOUNT DUE. \$3,816.85

SALES TAX EXEMPT

Checked By: *R. L. Miller*

FIELD SURVEY

BARGE NMS-3203

Page 2

NOTES:

- a. Necessary cleaning and gas freeing.
- b. Necessary gas free certificate.
- c. Drydock not required.
- d. Necessary rewelding.
- e. Necessary testing.
- f. Necessary recoating.
- g. Necessary towing from bridge to yard and return.

We estimate and agree the foregoing to be in the amount of \$3,562.00.

Signed without prejudice:

A. D. Shaw/ U.S. Salvage
G. Landry/ National Marine Service
L. Bowman/ S.B.A. Shipyards, Inc.

Mr. Marshall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B "N.M.S.-1605" Former T/B "SCC-1500"
and/or Owners and/or Charterers
c/o National Marine Service
3701 Kirby Bldg. Suite 1212
Houston, Texas 77006
Att: Mr. R.L. Miller

INVOICE NO. 11-7

ORDER NO. JOB #3699

DATE November 23, 1970

P. O. NO. _____

TERMS ~~NET 30~~ NET CASH

RED LETTER CLAUSE

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Furnish labor and materials for repairs to
Tank Barge NMS-1605, former Tank Barge SCC-1500
as per attached sheets.

Labor & materials \$64,712.40

Checked By: *R. Marshall*

S.B.A. SHIPYARDS, INC.

Work Sheet

September 8, 1970

JOB #3699

Tank Barge "N.M.S.-1605" Former
T/B "SCC1500" and/or Owners and/or Charterers
c/o National Marine Service
3701 Kirby Bldg. Suite 1212
Houston, Texas 77006

1. Gas free sulphuric acid barge.
2. Furnish gas free certificate.
3. (a) Drydock 200' vessel and undock after repairs complete.

(b) 15 laydays to complete repairs.
4. Burn test holes in bottom plating, knuckle side sheets inter tanks and bulkheads. Inter tanks O.K. at 10/32 and 9/32. Bulkheads at bottom at rake tanks 5/16" and better. Bottom and knuckle plate to be renewed 4/32 to 6/32.
5. Crop and renew bottom plate including 1'6" on side plate forming main tank knuckles 43' wide x 180' long using 3/8" plate. Total 118,420 lbs. plate.
6. Furnish labor and materials and install new 8" piping system, new steam coil system using 2000' of 2" Sch.80 pipe coils two systems per tank on steam system. Install Owner furnished pump and power unit all as per Bennings plan to ~~XXXXXXXXXXXX~~ including remote shut down for power unit. Insulate deck piping and metal cover and seal joints. Furnish pump well for pump and fabricate and install 250 gal. fuel tank
7. Crop and renew all deck openings or hatches including main tank hatches. Furnish new steel ladders, one per tank. Install 12" butterworth in existing hatch top. Main tanks and wing tanks to be 18" Staytite. SEE SMAI HALL ON ITEM 7 FOR INSTRUCTIONS. Furnish and install 3 stainless fitted raised neck ullage hatches on main tank trunks.
8. Crop and renew wasted section of external longitudinal center beam and transverse beams. Remove stern hose boom & winch. Cut and remove existing conduit and electric cable. Wash winch & other foundation not needed of deck.

JOB #3751

T/B LCT-50 and/or Owners and/or Charterers
 c/o National Marine Service
 3701 Kirby Building, Suite 1212
 Houston, Texas 77006

1. Gas free 12,000 barrel asphalt and #6 oil tank barge. Labor, Materials & Equipment \$ 1600.00
2. Furnish gas free certificate. 95.00
3. Haul out on marine ways and laydays to complete repairs. Labor, Materials & Equipment 500.00
4. Burn test holes as directed and gauge bottom, sides, and knuckle plate. Approximately 80 holes. Some to be left, some to be rewelded inside and out. Labor & Materials 160.00
5. Crop and renew bottom plate from forward rake about 6' in rake tank aft 57' X 32' X 3/8 plate and starboard side aft of 57' section added 44' X 24' X 3/8" plate starboard side outboard strake. Total of 2836 Square Feet @ 15.3# P.S.F. = 43,730 Lbs. @ .32¢ Lb. Labor & Materials 13,993.60
6. Crop and renew starboard knuckle with transision 17' X 4' X 1/2 port forward 14' X 4' X 1/2, after knuckle port 7' X 5' X 1/2 and starboard 26' X 5' X 1/2". Total 1/2" plate knuckle installed 289 Square Feet of 20.4# Plate formed = 5896 Lbs. @ .45¢ per Lb. Labor & Materials 2,653.20
7. Steam coil and electrical system repairs. Cropped and screwed fittings and installed weld ells and weld collars in tanks. Cropped and renewed 2'

S.B.A. SHIPYARDS, INC.

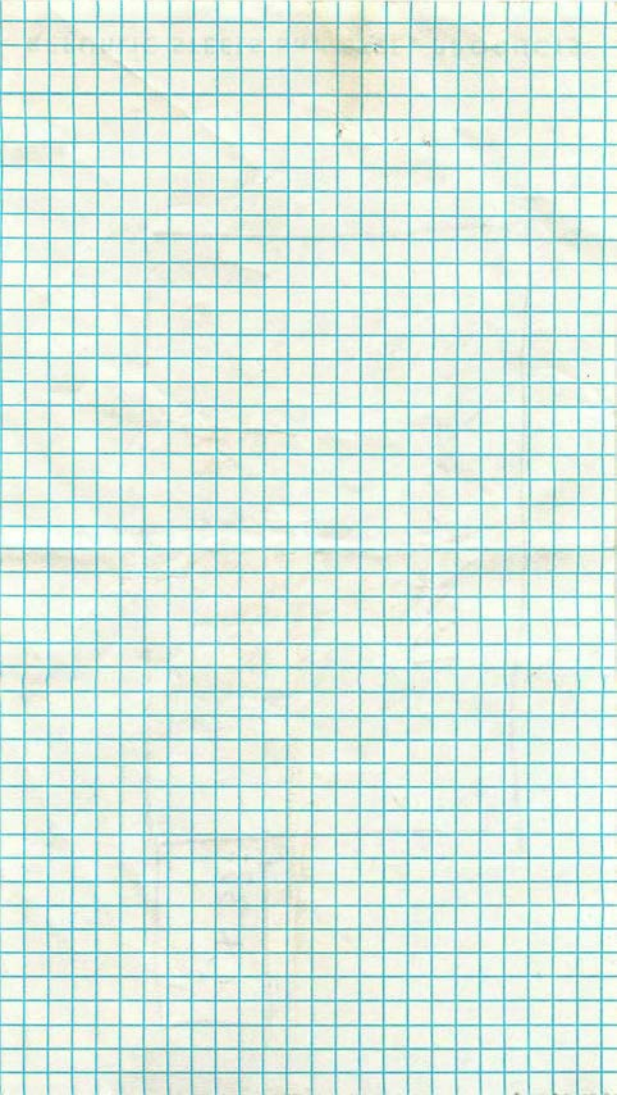
JOB #3751

T/B LCT-50 and/or Owners and/or Charterers
c/o National Marine Service
3701 Kirby Building, Suite 1212
Houston, Texas 77006

1. Gas free 12,000 barrel asphalt and #6 oil
tank barge. Labor, Materials &
Equipment \$ 1600.00
2. Furnish gas free certificate. 95.00
3. Haul out on marine ways and laydays to
complete repairs. Labor, Materials &
Equipment 500.00
4. Burn test holes as directed and gauge bottom,
sides, and knuckle plate. Approximately 80
holes. Some to be left, some to be rewelded
inside and out. Labor & Materials 160.00
5. Crop and renew bottom plate from forward rake
about 6' in rake tank aft 57' X 32' X 3/8 plate
and starboard side aft of 57' section added
44' X 24' X 3/8" plate starboard side outboard
strake. Total of 2836 Square Feet @ 15.3# P.S.F.
= 43,730 Lbs. @ .32¢ Lb. Labor & Materials 13,993.60
6. Crop and renew starboard knuckle with transision
17' X 4' X 1/2 port forward 14' X 4' X 1/2, after
knuckle port 7' X 5' X 1/2 and starboard 26' X
5' X 1/2". Total 1/2" plate knuckle installed
289 Square Feet of 20.4# Plate formed = 5896 Lbs.
@ .45¢ per Lb. Labor & Materials 2,653.20
7. Steam coil and electrical system repairs. Cropped
and screwed fittings and installed weld ells and
weld collars in tanks. Cropped and renewed 2'
sections of 8" Header on deck where saddled-
repaired valves on 8" Header. Repaired deck
fittings and traps all tanks. Labor & Materials 1,872.80
8. Furnish and install 10 - 12" Butterworth
or draft hatches. One each main tank and one
each rake. 10 @ \$35.00 each. Labor & Materials 350.00
9. Repairs to hatches and hatch dogs, flame screens,
valves, glands and yokes. Name, draft marks, etc.
USCG docking and bi-annual inspection.
Labor & Materials 300.00

10' X 33'

134' X 32' X ~~3~~



10.	Furnish and install sixteen 4' X 1'3 X 30.6# plate rubbing pads.	Labor & Materials	\$ 1,600.00
11.	Air test, soap and water spray, after airing. 8 main and 2 rake tanks. Hydro test deck Header and steam coils, then air blow coils.	Labor & Materials	450.00
12.	Approximately 985' of single and double pass welding knuckle butts and bottom butts and seams. (Sandblast before welding) Including some internal repairs including 150' of welding in main tanks and rake tanks, renewing brackets and diagonal bracing. Total of 1135 linear feet of welding @ \$1.70 per linear foot.	Labor & Materials	1,929.50
13.	Sandblast and paint bottom sides and deck pipe line hatches, etc. 20,400 square feet of 6 to 8 mills dry. Cold tar Epoxy.	Labor & Materials	5,800.00
14.	Float coat forward and after rake tanks after cleaning.	Labor & Materials	320.00
15.	Remove power unit from barge, place on Stewart and Stevenson truck. Reload from truck to barge and reinstall back on LCT-50 after blasting completed. Remove old muffler. Install new muffler. Repair wooden deck house.	Labor & Materials	285.00
16.	Furnish and install one new Ferris pressure relief valve to discharge of pump . Old valve beyond repairs.	Labor & Materials	325.00
17.	Furnish labor and materials necessary to insulate new muffler to power unit. Authorized by Mr. George Landry		52.00
18.	Air tested soap and water tested tanks after sand blasting. Patched 9 holes in deck and welded pipe line angle supports to deck.	Labor & Materials	258.00

TOTAL LABOR AND MATERIALS	\$ 32,544.10
+ 4% State and Parish Taxes	<u>1,301.76</u>

Invoice Amount	\$ 33,845.86
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2-12-71.

Tank Barge - LCT-50 - \$100 owner
 And for charter to National Marine Service
 3701 - Kirby Building - Suite 1212, Houston
 Texas, 77006 -

1. Gas Free 12000 R B E Asphalt
 and #6 oil tank Barge -
 Labor estimated 1600⁰⁰
2. Gas Free Certificate 9.5⁰⁰
3. Haul and on Marine way and
 Load dry to Complete repair 500⁰⁰
4. Boring test Holes as directed -
 and open Bottom, Sides and Knuckle
 Plate Approx 80 @ 20⁰⁰ each -
 Some to be left - Some unwelding work
 and out - Labor - 160⁰⁰
5. Crop and Renew - Bottom plate. From
 Field. Plate about 6' in length opt.
 57' x 32' x $\frac{3}{8}$ " Plate - and - St B. Side
 opt of 57' x 32' x $\frac{3}{8}$ " section added - 43' x 10' x
 $\frac{3}{8}$ " Plate 10' x 33' = 330
 St B. Side and board
 Strake - 70 - 685 - Total 2254 @ 15.2
 = 34,486 @ - 344 =
 11,925.24
 22,609.60
6. Crop and Renew - St B. Knuckle - with
 transverse 17' x 4' x $\frac{1}{2}$ " - Pat. Row
 14' x 4' x $\frac{1}{2}$ " - opt. Knuckle - Pat
 7' x 5' x $\frac{1}{2}$ " and St B. 26' x 5' x $\frac{1}{2}$ " total
 289 @ $\frac{1}{2}$ " @ 20.42 = 5896 @ 45 = 2,653.20

7. Steam Coil & Electrical System repairs 2000⁰⁰
8. 10-12" drift Watch. 350⁰⁰
9. Minor Repair to Hatch - and Hatch
 door - Flame screen, Valves
 glands and yokes - Name. Drift
 marks - etc - USC 9. doing
 and - by annual inspection 300⁰⁰
10. Furnish of Install - 16 - 4" x 1-3 x 30.6"
 Plate rubbing Pads - Labor - 1600⁰⁰
11. Air Test Soap and water spray, tested
 among - 8 main and two other
 tanks - 450⁰⁰
12. Appx. ¹⁰⁰~~400~~ of Single and double
 Pass. welding Kneel Butts and
 bottom Butts and seams - ^{Said about 1000} Included
 Same internal repairs - Labor of material ~~1400⁰⁰~~
200⁰⁰
13. Sand Blast & Paint. Bottoms, Sides
 and appx 2/3 of Deck - 17,000
 sq Feet and - Extra Cost - Blocks
 Chel too appx - Labor - 5800⁰⁰
14. Flood Coat Fwd & after deck Tanks
 after cleaning \$29,383.44 350⁰⁰

[illegible]

Smack
Copy

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B LCT-50 and/or Owners and/or Charterers
c/o National Marine Service
3701 Kirby Building, Suite 1212
Houston, Texas 77006

INVOICE NO. 3-12

ORDER NO. 3751

DATE March 11 1966

P. O. NO.

TERMS: NET 30

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for repairs to T/B LCT-50
as per the attached sheets.

Total Labor & Materials	\$ 32,544.10
+ 4% State and Parish Taxes	<u>1,301.76</u>

Invoice Amount: \$ 33,845.86

JOB #3751

T/B LCT-50 and/or Owners and/or Charterers
 c/o National Marine Service
 3701 Kirby Building, Suite 1212
 Houston, Texas 77006

- 1.● Gas free 12,000 barrel asphalt and #6 oil
 tank barge. Labor, Materials &
 Equipment \$ 1600.00
2. Furnish gas free certificate. 95.00
3. Haul out on marine ways and laydays to
 complete repairs. Labor, Materials &
 Equipment 500.00
4. Burn test holes as directed and gauge bottom,
 sides, and knuckle plate. Approximately 80
 holes. Some to be left, some to be rewelded
 inside and out. Labor & Materials 160.00
5. Crop and renew bottom plate from forward rake
 about 6' in rake tank aft 57' X 32' X 3/8 plate
 and starboard side aft of 57' section added
 44' X 24' X 3/8" plate starboard side outboard
 strake. Total of 2836 Square Feet @ 15.3# P.S.F.
 = 43,730 Lbs. @ .32¢ Lb. Labor & Materials 13,993.60
6. Crop and renew starboard knuckle with transision
 17' X 4' X 1/2 port forward 14' X 4' X 1/2, after
 knuckle port 7' X 5' X 1/2 and starboard 26' X
 5' X 1/2". Total 1/2" plate knuckle installed
 289 Square Feet of 20.4# Plate formed = 5896 Lbs.
 @ .45¢ per Lb. Labor & Materials 2,653.20
7. Steam coil and electrical system repairs. Cropped
 and screwed fittings and installed weld ells and
 weld collars in tanks. Cropped and renewed

S. B. A. SHIPYARDS, INC.

P. O. BOX 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge N.M.S. 2601 and/or Owners and/or
Charters
% National Marine Service
3701 Kirby Building Suite 1212
Houston, Texas 77006

INVOICE NO. 3-19
ORDER NO. 3752
DATE March 23 19671
P. O. NO. _____

~~XXXXXXXXXX~~

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Gas free, asphalt and bunker C 6 main tanks and four inter bottom tanks necessary for hot work.
Labor, Equipment & Chemicals \$ 3,558.00
 2. Dry dock vessel to repair fracture in knuckle and section of upset bottom in #3 port tank and, two laydays to complete repairs. 425.00
 3. Install 2' X 2' X 1/2" plate insert in Port #3 tank bottom knuckle. Crop and Renew upset bottom and loose internals in #3 port tank using one, 14' X 12' X 7/16" plate. 70' of 5' X 3-1/2' X 3/8" bottom longitudinal angles. One 24" X 15" X 3/8" plate. One 5' X 2' X 7/16" plate and 12' X 22" X 3/8" web on floor and 42" of 1/2" X 4" F.B. Total of 4120# @ 45¢ Lb. Labor and Materials 1,854.00
- Total Labor and Materials: 5,837.00

SALES TAX EXEMPT.

Checked by R. Amichell

Smackall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

Tank Barge N.M.S. 2601 and/or Owners and/or
Charters
% National Marine Service
3701 Kirby Building Suite 1212
Houston, Texas 77006

INVOICE NO. 3-20

ORDER NO. 3752

DATE March 23 1967

P. O. NO.

XXXXXXXXXXXX
RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Furnish labor, equipment, and materials necessary to chip, pick up and bucket out 8 to 10" of hard and loose products from all of interbottoms #3 tanks P/S.
Labor, Equipment & Materials \$ 6,852.00
2. Furnish Gas Free Chemist Certificate. 95.00
3. Remove damaged and wet interbottom and wing wall insulation from all of #3 Starboard tank and 165 sq. ft. of bottom insulation and 55' of wing wall insulation from No. 3 Port tank. Install new insulation with wire support on bottom and insulation on sides including centerline and transverse bulkheads to bottom as was original. Labor and materials:
1,715 Square Feet @ \$1.55 per square foot. 2,658.25
1,105 Square Feet @ \$1.25 per square foot. 1,381.25
4. Furnish necessary labor and materials to remove old insulation and replace with new materials on deck lines, ullages, fittings, headers, muffler and exhaust piping as directed by Mr. George Landry. Work consisting of replacing or repairing all deck line insulation, canvassing all replacements and repairs and weather proofing all lines.
Labor and Materials 1,275.00
5. Air tested all main tanks, filled with steam heated water in tanks and checked tank from inter bottom. Retested inter bottom and main tanks after repairs and bottom repairs completed.
Labor and Materials 958.00

Order No. 3752
T/B N.M.S. 2601
National Marine Service

March 23, 1971
Page 2

6. Furnish labor and materials necessary to repair leaks in main tanks and bottom longitudinals in same. Repair structural in interbottom and wing walls and forward and after rake tanks. Repair steam coils and deck fittings for supply and return to steam coils.

Labor and Materials \$ 3,200.00

7. Paint signs, name board and draft marks.

Labor and Materials 56.00

Total Labor and Materials: \$16,475.50

Amount of Invoice: \$16,475.50

SALES TAX EXEMPT

Checked by

R. Inabail

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.

SURVEY REQUESTED BY

IBC No. 13

National Marine

3-27-71

VESSEL

OWNER OR AGENT

DATE

Barge

JW Indicator

12:00 noon

TYPE VESSEL

TEST METHOD

TIME OF COMPLETION

SBA yard

Crude oil

1415

LOCATION

LAST CARGO

CERTIFICATE NO.

Inspection and air tests show the following:

No. 4 P&S Cargo - gas free, clean except small amount oil around section, wipe clean, then safe for men and fire.

All remaining cargo tanks (1 P&S, 2 P&S, 3 P&S) - clean and gas free, safe for men and fire

Forward and after tanks - clean and gas free, safe for men and fire.

Cargo lines and deep well - open, drained, P&S deck tanks - clean and gas free, safe for men and fire. Small diesel tank - diesel.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately contact the undersigned.

CHEMIST'S ENDORSEMENT: This is to certify that I have examined all spaces in the foregoing list in accordance with the "Standard for the Control of Gas Hazards on Vessels to be Repaired," adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions. In the event of any steaming, cleaning, opening valves, breaking pipe lines, shifting vessel or ballast, or other activity altering conditions within the space, this certificate becomes void. Nothing in the wording of this certificate shall be interpreted as approval of hot work on the boundaries of any enclosed space not certified "safe for fire." All lines, vents, heating coils, valves and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

TO *SBA Shipyard, Inc.*
Jennings, La.

W. B. Hataway
Marine Chemist

STANDARD DESIGNATIONS

SAFE FOR MEN - SAFE FOR FIRE: Means that in the compartment or space so designated and in the adjacent compartments or spaces: (a) The gas content of the atmosphere is within a permissible concentration and that; (b) In the judgment of the Marine Chemist, the residues are not capable of producing a dangerous concentration of gases under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's certificate. (c) If in the judgment of the Marine Chemist a test for oxygen content is necessary and made, the oxygen content of the atmosphere is at least 16.5 per cent by volume.

SAFE FOR MEN - NOT SAFE FOR FIRE: Means that in the compartment or space so designated: (a) The gas content of the atmosphere is within a permissible concentration and that; (b) In the judgment of the Marine Chemist, the residues are not capable of producing dangerous gases under existing atmospheric conditions in the absence of fire and while maintained as directed on the Marine Chemist's certificate. (c) If in the judgment of the Marine Chemist a test for oxygen content is necessary and made, the oxygen content of the atmosphere is at least 16.5 per cent by volume.

NOT SAFE FOR MEN - SAFE FOR FIRE: Means that in the judgment of the Marine Chemist, the residues in the compartment or space so designated are not combustible or flammable, but are considered hazardous to personnel. In such cases this designation shall be followed by a statement explaining the condition of this space.

NOT SAFE FOR MEN - NOT SAFE FOR FIRE: Means that in the compartment or space so designated: (a) The gas or oxygen content of the atmosphere is not within a permissible concentration, or that; (b) Dangerous gases are present or, in the judgment of the Marine Chemist, the residues are capable of producing dangerous gases under existing atmospheric conditions, or that; (c) The compartment was not tested because it contained ballast, slops, bunkers, etc. In such cases this safety designation shall be followed by a statement of the condition of the compartment which prevented it from being tested.

SAFE FOR SHIPBREAKING: Means that in the compartment or space so designated and in the adjacent compartments or spaces: (a) The gas content of the atmosphere by volume is within a permissible concentration and that; (b) In the judgment of the Marine Chemist, the residues are not capable of producing dangerous gases under existing conditions while maintained as directed on the Marine Chemist's certificate, and that; (c) If in the judgment of the Marine Chemist a test for oxygen content is necessary and made, the oxygen content of the atmosphere is at least 16.5 per cent by volume, and that; (d) Residual combustible materials within the designated compartment are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand.

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

[T/B IBC-13 and/or Owners and/or Charterers]
% National Marine Service
3701 Kirby Building Suite 1212
Houston, Texas 77006

INVOICE NO. 3-29

ORDER NO. Job # 3773

DATE March 31 1967

P. O. NO.

TERMS: ~~NET CASH~~ NET CASH

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

1. Furnish Gas Free Chemist Certificate.	\$ 95.00
2. Necessary cleaning and wiping of oil drainage from under suctions as requested by Chemist. Labor & Materials	54.00
3. (A) Dry dock vessel	300.00
(B) Three (3) laydays on marine ways	120.00
4. Burn test holes in side sheets as requested by Mr. Landry. Reweld inside and out after gauging fifteen (15) test holes @ \$3.00 each. Labor & Materials	45.00
5. Crop and renew holed section of Stern Rake knuckle. 24" X 30" X 5/16" plate and one 3' X 42" X 5/16" plate on Stern transom knuckle. Labor & Materials	315.00
6. Regasket where necessary and rebolt all draft hatches. Labor & Materials	42.00
Total Labor & Materials	\$ 971.00

Sales Tax Exempt

Checked by Russ Mahall

S. B. A. SHIPYARDS, INC.

P. O. Box 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

T/B. N.M.S. 1201 and/or Owners and/or
Charterers
% National Marine Service,
3701 Kirby Building, Suite 1212
Houston, Texas 77006

INVOICE NO. 4-16

ORDER NO. Job #3786

DATE April 30, 1967

P. O. NO.

TERMS NET 30 CASH

We warrant upon the following terms, article 1. In the event of a breach of the terms of a contract we have a lien upon the vessel for any and all sums due to us by the charterers or owners or any other party liable for the same. We reserve the right to sell the vessel or any part thereof to satisfy our claim. We reserve the right to cancel the contract and to recharter the vessel at our option. We reserve the right to cancel the contract and to recharter the vessel at our option. We reserve the right to cancel the contract and to recharter the vessel at our option.

2. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard.

3. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard. The charterers or owners or any other party liable for the same shall be responsible for the payment of all bills of lading, mate receipts, and other documents issued by the shipyard.

Repairs to NMS 1201 as follows:

1. Gas free double skin vessel carrying Sub Chapter ~~C~~ Cargo.
Crude oil Labor & Materials \$ 730.00
2. Furnish Gas Free Certificate 95.00
3. (a) Dry dock vessel (A.B.S. & U.S.C.G. Inspections) 300.00
(b) 3 laydays to complete inspections and repairs 120.00
4. Burn test holes as per Mr. Landry's instruction. Gauge and record same. Weld up inside to out after checking.
Labor & Materials 85.35
5. Crop and renew the following internals in wing tank and rake ends: #1 Stb. wing tank. 11 - 15" X 15" X 3/8" 1 - 36" X 18" X 3/8" and 4 - 33" X 18" X 3/8" plate bkts. Stern Rake. 2 - 18" X 16" X 3/8" bkts. and one 2' X 7'6" X 5/16" plate bulkhead at side sheet insert. Bow rake tank port side. 1 - 5'6" X 2' X 3/8" web and 1 - 2' X 20" X 3/8" plate bracket. #1 Port wing tank 2 - 18" X 15" X 3/8" plate bkts and one 3' X 18" X 3/8" bkt. 9' of 1/2" X 4" flat bar and 11' of 3/4" X 3-1/2" X 3/8" angle plus 90 linear feet of misc. welding.
Labor & Materials 1,258.00

PHONE (318) 824-1519

P. O. NO.

[illegible]

1. The contractor will be responsible for the design and for construction of the fence, including all materials, labor and permits. The contractor will be responsible for the design and for construction of the fence, including all materials, labor and permits. The contractor will be responsible for the design and for construction of the fence, including all materials, labor and permits.

- Total Labor & Mat. 4,018.39**

350-
366239

4-27-71

ST¹³ Barker Knappe

7/32

4/32

7/32

8/32

9/32

7/32

7/32

17 Test
Hale

N.M.S. No 1201

10/32

10/32

10/32

10/32

10/32

STern Rake Knappe

10/32

Post Knappe 4/32

9/32

9/32

7/32

4/32

S. B. A. SHIPYARDS, INC.

P. O. BOX 1311

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE LTC 102 and/ or Owners
and/ or Charterers
NATIONAL MARINE SERVICE
P.O. BOX 94189
Houston, Texas 77018

INVOICE NO. 12-3

ORDER NO. Job # 3962

DATE Dec. 6, 1973 196

P. O. NO.

TERMS: NET CASH

The undersigned hereby certifies that the above invoice is a true and correct statement of the amount due for the work done on the Tank Barge LTC 102 and/ or Owners and/ or Charterers NATIONAL MARINE SERVICE P.O. BOX 94189 Houston, Texas 77018 and is not subject to any discount or deduction of any kind.

The undersigned hereby certifies that the above invoice is a true and correct statement of the amount due for the work done on the Tank Barge LTC 102 and/ or Owners and/ or Charterers NATIONAL MARINE SERVICE P.O. BOX 94189 Houston, Texas 77018 and is not subject to any discount or deduction of any kind.

The undersigned hereby certifies that the above invoice is a true and correct statement of the amount due for the work done on the Tank Barge LTC 102 and/ or Owners and/ or Charterers NATIONAL MARINE SERVICE P.O. BOX 94189 Houston, Texas 77018 and is not subject to any discount or deduction of any kind.

We invoice your account for repairs to your
Tank Barge LTC 102 as per Mr. Haskew and as
per attached sheets.

TOTAL LABOR AND MATERIALS	\$53,345.00	-1272.00	52,073.00
TOWING TO AND FROM BROWN'S ISLAND OUR TUG AUDREY F.	400.00		
INVOICE AMT.	\$53,745.00		

CHECKED BY [Signature]

AS PER SHEET, SALES TAX OF 4% APPLICABLE UNLESS
EXEMPTION FURNISHED.

S.B.A. SHIPYARDS, INC.

JOB 3962

12/4/73

For basis
713-529-4971

TANK BARGE LTC 102 and/or Owners and/or Charterers
NATIONAL MARINE SERVICE
P. O. BOX 94189
HOUSTON, TEX. 77018

1. Gas Free and clean asphalt from holed bottom, bottom knuckle and wing walls on 265 x 54' asphalt Barge after tanks 4 to 5' of asphalt. Place on dock, clean all tanks and wing walls. Labor and equipment, chemicals and supplies. \$ 9,856.00
2. Furnish gas Free Certificate \$ 135.00
3. (A) Dry Vessel to finish cleaning and gas freeing and make repairs. \$ 350.00
(B) 20 LAY DAYS @ \$40.00 per day. \$ 800.00
4. Per for the following steel work by cropping and renewing as requested by Mr. Haskew and U.S.C.G. inspector as follows.
(A) #1 TANK BOTTOM PLATE AND INTERNALS
1 - pc. 17' x 3'6" x 3/8" plate.
36' of 4" x 6" x 3/8" angle.
1 - pc. 3' x 3' x 3/8" plate.
10- 4' x 6" x 3/8" angle post 9'-6" long.
45 - 3" x 3" x 11' angle diag. braces.
10- 12' x 3" x 4' x 3/8" angle. diag. braces.
40 - 12" x 12" x 3/8" plate bkts.
63' of 12" 20.7 # channel bottom cords.
13 - 15" x 15" x 1/2" plate bkts.
(B) INTERNALS #2 TANK
2 - 4" x 6" x 3/8" angle post

S. B. A. SHIPYARDS, INC.

P. O. Box 1311
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE LTC 102 and/ or Owners
and/ or Charterers
NATIONAL MARINE SERVICE
P.O. BOX 94189
Houston, Texas 77018

INVOICE NO. 12-3
ORDER NO. Job # 3962
DATE Dec. 6, 1973 196
P. O. NO. _____

TERMS: ~~NET 30~~ NET CASH

We warrant the following work to be done in accordance with the terms of a contract we have made with the vessel owner or charterer. We warrant that the work will be done in accordance with the terms of the contract and that the work will be done in accordance with the terms of the contract. We warrant that the work will be done in accordance with the terms of the contract and that the work will be done in accordance with the terms of the contract. We warrant that the work will be done in accordance with the terms of the contract and that the work will be done in accordance with the terms of the contract.

We invoice your account for repairs to your
Tank Barge LTC 102 as per Mr. Haskew and as
per attached sheets.

TOTAL LABOR AND MATERIALS	\$53,345.00	-1272.00	52,073.00
TOWING TO AND FROM BROWN'S			
ISLAND OUR TUG AUDREY F.		400.00	
INVOICE AMT.	\$53,745.00		

CHECKED BY [Signature]

AS PER SHEET, SALES TAX OF 4% APPLICABLE UNLESS
EXEMPTION FURNISHED.

Smartbuhl
Telephone Conversation
Nat'l Marine 1/3/73
ouching on staff
Adj on Staff

C.M.

Accts #
1,272.00

S.B.A. SHIPYARDS, INC.

JOB 3962

12/4/73

Has been
713-529-4971

TANK BARGE LTC 102 and/or Owners and/or Charterers
NATIONAL MARINE SERVICE
P. O. BOX 94189
HOUSTON, TEX. 77018

1. Gas Free and clean asphalt from holed bottom, bottom knuckle and wing walls on 265 x 54' asphalt Barge after tanks 4 to 5' of asphalt. Place on dock, clean all tanks and wing walls. Labor and equipment, chemicals and supplies. \$ 9,856.00
2. Furnish gas Free Certificate \$ 135.00
3. (A) Dry Vessel to finish cleaning and gas freeing and make repairs. \$ 350.00
(B) 20 LAY DAYS @ \$40.00 per day. \$ 800.00
4. Per for the following steel work by cropping and renewing as requested by Mr. Haskew and U.S.C.G. inspector as follows.
(A) #1 TANK BOTTOM PLATE AND INTERNALS
1 - pc. 17' x 3'6" x 3/8" plate.
36' of 4" x 6" x 3/8" angle.
1 - pc. 3' x 3' x 3/8" plate.
10- 4' x 6" x 3/8 angle post 9'-6 long.
45 - 3" x 3" x 11' angle diag. braces.
10- 12' x 3" x 4' x 3/8 angle. diag. braces.
40 - 12" x 12" x 3/8" plate bkts.
63' of 12" 20.7 # channel bottom cords.
13 - 15" x 15" x 1/2" plate bkts.
(B) INTERNALS #2 TANK
9 - 4" x 6" x 3/8" angle post
25 - 3" x 3" x 11' angle diag. braces.
5 - 12' x 3" x 4" x 3/8" angle. "
6' of 12" 20.7# channel bottom cords.
40 - 12" x 12" x 3/8" bkts.
(C) # THREE TANK PLATE AND STRUCTURAL
28' x 20' x 3/8" bottom plate.
6 - 4" x 6" x 9'-6" x 3/8" angles post.
8 - 11' x 3 x 3 x 3/8" angles diag. braces
3 - 12" x 3" x 4" x 3/8" angle " "
13' of 12" 20.7# channel cords.
9 - 28' x 4" x 6" x 3/8" bottom longt. angles.
1 - 4' x 4' x 3/16" plate patch on deck trunk

(D) NO. 4 MAIN TANK PLATE AND STRUCTURAL

54' x 9' x 3/8 formed side sheet and knuckle.
 14' x 31'-6" x 3/8" bottom plate.
 4 - 54' x 3" x 4" x 3/8" side sheet lngt. angles.
 5 - 32' x 6" x 4" x 3/8" bottom lngt. angles
 1 - 23' x 3' x 3/8" bottom plate.
 1 - 8'-6" x 3' x 3/8" bottom plate.
 1 - 25' x 3" x 3" x 3/8" diag. angles.

(E) BOTTOM KNUCKLE PORT SIDE AND INTERNALS

For wing wall bottom
 7' x 32" x 3/8" knuckle plate.
 22' x 40" x 3/8" " "
 74' x 4' x 3/8" " "
 159' x 8" x 3/4" F.B. Rub plates
 4 - 18" x 18" x 3/8" plates.
 25' of 3/8" x 1 1/2" Flat bar coil clips

(F) # 2 & 4 WING TANKS PORT

15' of 8" channel cords.
 32' x 16" x 3/8" web plate flanged.
 7 - 9' x 10" 15.3# channel cords.
 8 - 12" x 12" x 3/8" bkts.
 157' of 4" x 6" x 3/8 angles bottom lngt.

TOTAL PLATE AND STRUCTURAL USED STEEL (THRU Item 4,
 A thru F) repairs main tanks and wing
 walls 58,414 lbs. @ 65¢ lb.
 Labor and materials.

\$37,969.00

5. Fabricate header boxes and install as
 requested by Mr. Haskew with 1 1/2" coil in each
 box connected to existing steam line including
 drain to main tank, materials plate structural
 and pipe 8,074 lbs. Sand blast and zinc coat
 Labor and materials.

\$ 2,800.00

6. Misc. repairs on deck. Steam coil insulation
 repairs, anti-freeze in power units. Check
 out hatches and valves reach rods, repair steam
 coils leaking in tanks. Install draft marks,
 paint sign, etc. Have U.S.C.G. Bi- Annual
 and dry docking credit.
 Labor and materials.

\$ 735.00

7. Air test all main tanks, wing walls and rake
 BHD. Soap and water spray. Test steam coils
 Labor and materials.

\$ 700.00

TOTAL LABOR AND MATERIALS.

\$53,345.00

TOWING TO AND FROM BROWN'S ISLAND

TUG AUDREY F.

400.00

INVOICE AMT.

\$53,745.00

SALES TAX OF 4% APPLICABLE UNLESS EXEMPTION
 FURNISHED.

MARINE CHEMIST'S CERTIFICATE

SBA Shipyard, Inc.

J0 380

SURVEY REQUESTED BY

NMS No. 1459

National Marine Service

4/18/79

VESSEL
Tank barge

OWNER OR AGENT
JW Indicator Comb

DATE
3:30 PM

TYPE VESSEL
SBA Yard

TEST METHOD
Methanol

TIME OF COMPLETION
1218

LOCATION

LAST CARGO

CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes X No

All cargo tanks (3)-----clean and gas free, safe for men, safe for fire.

All wing double bottom tanks
(1 thru 5 P&S)-----clean and gas free, safe for fire, safe for men, AIR BLOWER IN WORK TANK.

Cargo lines and deepwell pump-open, drained.

Steam coils-----steam blown, gas free.

Forward and after rakes-----clean and gas free, safe for men, safe for fire.

Work must be commenced within 24 hours of date and time of issuance, unless otherwise noted.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued:

Shipyard Representative

Title

Date

Time

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

JO. # 484

BARGE NMS 1459
VESSEL

NATIONAL MARINE
OWNER OR AGENT

2-14-80
DATE

TANK BARGE
TYPE VESSEL

JW COMB
TEST METHOD

9:30 AM
TIME OF COMPLETION

SBA/JENNINGS, LA.
LOCATION

METHANOL
LAST CARGO

9320
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

BOW AND STERN RAKES : SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS : #1-2-3 — SAFE FOR MEN - SAFE FOR FIRE

WING VOID DOUBLE BOTTOMS

#1-2-3-4-5 - PORT & STBD — SAFE FOR MEN - SAFE FOR FIRE

HEATER COILS : BLOWN — SAFE FOR FIRE

CARGO LINES AND DEEPLWELL — WASHED AND DRAINED
VALVES CLOSED - NO SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Kenneth J. Davis
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert G. Davis
Shipyard Representative Title Date Time

MARINE CHEMISTS' CERTIFICATE

DATE	2-14-80	OWNER OR AGENT	Marine Chemists' Association	VESSEL	Boat No. 1427
TIME OF COMPLETION	9:30 AM	TEST METHOD	Gas	TYPE VESSEL	Tank Barge
CERTIFICATE NO.	9350	LAST CARGO	WETLAND	LOCATION	SEA/STATION

Shifting of vessel within shipyard permitted Yes ☒ No ☐

Inspection and air tests show the following:

BOW AND STEER BAKES: SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS: #1-2-3 - SAFE FOR MEN - SAFE FOR FIRE

WING VOID DUCTS BAKES: #1-2-3-4-5 - SAFE FOR MEN - SAFE FOR FIRE

HATCH COALS: BROWN - SAFE FOR FIRE

CARGO LINES AND DECKHEAD - WASHED AND DRYED
HATCHES CLOSED - NO SAFE FOR FIRE

PORTABLE AIR SYSTEM READY IN WORK TANK

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubtful, immediately stop all work and contact the undersigned.

Chemist's Endorsement
This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard for the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.
This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed _____
Marine Chemist, Cert. No. _____

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.
Signed _____
Shipyard Representative

Qualifications
Transfer of ballast or manipulation of valves or closure equipment leading to alter conditions in this space, tanks or compartments subject to this designation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the space as indicated. All lines, vents, heating coils, covers, and similarly enclosed appliances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations
SAFE FOR MEN Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, and satisfactorily tested, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBOARDING Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1 and (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing toxic fumes during burning and shall be tested and released as required by 1-5.2 (c).

MARINE CHEMIST'S CERTIFICATE

SBA SHIPYARD
SURVEY REQUESTED BY

JO. # 484

BARGE NMS 1459
VESSEL

NATIONAL MARINE
OWNER OR AGENT

2-14-80
DATE

TANK BARGE
TYPE VESSEL

TW COMB
TEST METHOD

9:30 AM
TIME OF COMPLETION

SBA/JENNINGS, LA.
LOCATION

METHANOL
LAST CARGO

9320
CERTIFICATE NO.

Inspection and air tests show the following:

Shifting of vessel within shipyard permitted Yes ☒ No ☐

BOW AND STERN RAKES : SAFE FOR MEN - SAFE FOR FIRE

CARGO TANKS : #1-2-3 — SAFE FOR MEN - SAFE FOR FIRE

WING VOID DOUBLE BOTTOMS

#1-2-3-4-5 - PORT & STBD — SAFE FOR MEN - SAFE FOR FIRE

HEATER COILS : BLOWN — SAFE FOR FIRE

CARGO LINES AND DEEPLWELL — WASHED AND DRAINED
VALVES CLOSED - NO SAFE FOR FIRE

PORTABLE AIR VENTILATION REQD. IN WORK TANK.

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned.

Qualifications

Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

Standard Safety Designations

SAFE FOR MEN. Means that in the compartment or space so designated: (a) The oxygen content of the atmosphere is at least 18.0 percent by volume; and that, (b) Toxic materials in the atmosphere are within permissible concentrations; and (c) In the judgment of the Marine Chemist, the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

SAFE FOR FIRE. Means that in the compartment so designated: (a) The concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (b) In the judgment of the Marine Chemist, the residues are not capable of producing a higher concentration than permitted by 1-5.2 (a) under existing atmospheric conditions in the presence of fire and while maintained as directed on the Marine Chemist's Certificate; and further, (c) All adjacent spaces have either been cleaned sufficiently to prevent the spread of fire, are satisfactorily inerted, or, in the case of fuel tanks, have been treated as deemed necessary by the Marine Chemist.

SAFE FOR SHIPBREAKING. Means that the compartment so designated: (a) Shall meet the requirements of 1-5.1; and, (b) In the judgment of the Marine Chemist, the residual combustible materials designated are not capable of producing fires beyond the extinguishing capabilities of the equipment on hand; and, (c) All adjacent compartments or spaces shall meet the requirements of 1-5.2 (c).

Chemist's Endorsement

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Kenneth J. Davis
Marine Chemist Cert. No.

The undersigned shipyard representative acknowledges receipt of this Certificate and understands the conditions and limitations under which it was issued.

Robert G. Davis
Shipyard Representative

Title

Date

Time

MARINE CHEMISTS' CERTIFICATE

184 A. 0. 11

28 JAN 1964
SURVEY REGISTERED BY

DATE	OWNER OR AGENT	TYPE VESSEL	LOCATION
2-14-80	NATIONAL MARINE	TAKE 1000	784 / 1000
2:30 AM	W. J. CO.	TAKE 1000	784 / 1000
TIME OF COMPLETION	TEST METHOD	TYPE VESSEL	LOCATION
0300	W. J. CO.	TAKE 1000	784 / 1000
CERTIFICATE NO.	LAST CARGO	TYPE VESSEL	LOCATION
	W. J. CO.	TAKE 1000	784 / 1000

Shifting of vessel within shipyard permitted Yes ☒ No ☐ Inspection and air tests show the following:

Room And Zebra Baker at 2nd Floor West Wing 1st Floor

CARGO TRACK: #1-2-2 - 1/24/85

#1-2-3-4-5 - Page 4, 2nd
Take for assay - Take for fire

Handwritten signature: *James Earl Ray*

WATER CLOSED - No Sale for Fire
CARGO LINES AND DEPARTMENT - Warehouse and Warehouse

[Handwritten signature]

In the event of any physical or atmospheric changes affecting the gas-free condition of the above spaces or if in any doubt, immediately stop all work and contact the undersigned.

This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with the Standard For the Control of Gas Hazards on Vessels to Be Repaired, adopted by the National Fire Protection Association, and have found the condition of each to be in accordance with its assigned designation.

MAINE CHEMICAL CENTER
1000 MAINE AVE
PORTLAND, ME 04106

Finalist is subject to reevaluation of various electronic equipment, tending to alter conditions in this class, tanks or components subject to this accumulation, which is specifically approved in the Certificate, regarding the decision and the amount of release of Certificate for the approval of the applicant. All other, revised, revised and finally enclosed appearance shall be considered as a new, revised and finally enclosed appearance.

[illegible][illegible]

SERIAL NO. D 46073

SBA SHIPYARD
Survey Requested by
Vessel
Last Three (3) Cargoes
N M S
Vessel Owner or Agent
TANK BARGE
Type of Vessel
Dr/EEZ/Visual
Test Method
9-22-86
Date
SBA/JENNINGS, LA
Specific Location of Vessel
8:30 AM
Time Survey Completed

BOW RAKE
STERN RAKE
CARGO TANKS
1-2-3-4-5 P/S

SAFE FOR WORKERS
SAFE FOR HOTWORK
PORTABLE AIR VENTILATION
REQD. FOR WORK FROM
WITH-IN TANKS.
(MIN. 1000 CFM)

CARGO LINES - DRAINED -

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire-room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Survey Requested by SBA S.V.
Vessel NMS 3107
Last Three (3) Cargoes #6 OIL
Vessel Owner or Agent NMS
Type of Vessel TANK BARGE
Test Method O2 / LEL / Visual
Date 9-22-86
Specific Location of Vessel SBA / TENNINCE LA.
Time Survey Completed 10:30 AM

BOW RAKE
STERN RAKE

CARGO TANKS
1-2-3-4-5 P/S

SAFE FOR WORKERS
SAFE FOR HOTWORK

PORTABLE AIR VENTILATION
REQD. IN WORK TANK
(MIN. 1000 CFM)

STEAM COILS - BLOWN WITH AIR. SAFE FOR HOTWORK

CARGO LINES - DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted; or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Marine Chemist

Certificate No.

Survey Requested by SBA S.V. Vessel Owner or Agent N.M.S. Date 11-8-86
Vessel N.M.S. 3102 Type of Vessel TANK BARGE Specific Location of Vessel SBA/BEAUMONT, LA.
Last Three (3) Cargoes ASPHALT Test Method O2/LEZ/VISUAL Time Survey Completed 9:30 AM

BOW RAKE } SAFE FOR WORKERS - SAFE FOR HOTWORK
STERN RAKE }

WING VOID D.B. ¹²
No. 1-2-4-5 P/S - SAFE FOR WORKERS - SAFE FOR HOTWORK

WING VOID D.B.
No. 3 P/S } SAFE FOR WORKERS - SAFE FOR HOTWORK
CARGO TANKS } FIREWATCH WITH CHARGED FIRE HOSE
No. 1-2-3-4-5 P/S } REQUIRED ON STAND-BY AT WORK
SITE.

PORTABLE AIR VENTILATION REQD. IN WORK TANK. (MIN. 1000 CFM)

HEATER COILS (HOT OIL COILS) - NOT BLOWN.
FULL OF OIL

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

CUSTOMER COPY

Printed in U.S.A.

Survey Requested by SPS SHIPYARD NMS 3102	Vessel Owner or Agent NMS TANK BARGE JULI COMG.	Date 11-17-86 SEA MERMONTAUSKY 1:00 PM
Vessel ASPHALT(S)	Type of Vessel JULI COMG.	Specific Location of Vessel SEA MERMONTAUSKY
Last Three (3) Cargoes	Test Method	Time Survey Completed

HEATING COILS

THERMAL OIL REMOVED,
COILS ARE SAFE FOR
HOT WORK.

OTHERWISE THIS VESSEL SAFE FOR REPAIR AS
PREVIOUSLY CERTIFIED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed James Marshall Name	SEA 44 11-17-86 Company	Signed J. L. Latham #557 Date	Marine Chemist	Certificate No.
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S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "D.M. 947"
and/or owners and/or charters
NATIONAL MARINE, INC.
POST OFFICE BOX 52189
NEW ORLEANS, LOUISIANA 70512-2189

ATT: MR. JESSIE SANDLIN

INVOICE NO. 4 - 4 (88)

WORK ORDER NO. 1040

DATE APRIL 29TH 1988

P. O. NO.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR CLEANING, DOCKING,
REPAIRS, TESTING AND COATING YOUR TANK BARGE
"D.M. 947" AS PER YOUR INSTRUCTIONS AND AS PER
SHEETS ATTACHED. - - - - - \$ 36,598.00

checked by

TANK BARGE "D M 947"
and/or owners and/or charters
NATIONAL MARINE, INC.
POST OFFICE BOX 52189
NEW ORLEANS, LA. 70512-2189

ATTENTION: MR. JESSIE SANDLIN

INVOICE FOR CLEANING, DOCKING, REPAIRS, TESTING AND COATING AS
PER U.S.C.G. AND OWNERS REP. MR. LLOYD MURPHY.

1. Shift vessel from river to gas free plant and cleaning facility
Gas free and clean cresote and coal tar products from three
main cargo tanks, wings and rake tanks. Safe for men and safe
for fire including cargo lines, pumps, steam lines, etc.
380 man hours @ \$18.00 per man hour- - - - - \$ 6,840.00
Boiler fuel, diesel for pumps, chemical, protective clothing,
flash lights and batteries- - - - - 2,357.00
2. Furnish gas free certificate plus benzine test - - - - - 300.00
3. Dry dock vessel, undock, shift on ways to coat block spots,
including lay time to complete repairs, testing, blasting and
coating- - - - - 1,278.00
4. U.S.C.G. Bi-Annual and dry docking credit, signs, draft marks,
remove and clean P/V valves, repack valves, remote shut down,
hatch dogs.
39 man hours @ \$19.00 per man hour - - - - - 741.00
Materials-bolts, nuts, gaskets etc.- - - - - 156.00
5. Furnish angles, fabricate and install angle stanching and U-
bolt to support cargo suction - piping - renew gaskets in
dressers.
23 man hours @ \$ 19.00 per man hour- - - - - 437.00
Angles, u-bolt, oxygen, gas, rods- - - - - 107.00
6. Steel work, internal repairs required by owners rep and
U.S.C.G. as follows:
 #1 STB WING
 5 pcs of 9" x 15" x 3/8" side sheet bkts, 8 - 6" weld
 pick ups
 #2 STB WING
 2 pcs of 7' x 7" x 9.8# channel, 4 pcs of 9" x 15" x 3/8"
 side sheet bkts; 2 pcs of 18" x 18" x 3/8" frame inserts, 4
 pcs of 10" x 10" x 3/8" side cord bkts, 7 - 6" weld pick
 ups.
 #3 STB TANK (WING)
 15 - 6" weld pick ups
 #4 STB WING TANK
 3 pcs of 10" x 7" x 3/8" side cord bkts, 2 pcs of 3' x 3' x
 4" X 3/8" angle, 10 - 6" weld pick ups.
 #4 PORT WING TANK
 1 pc of 18" x 26" x 3/8" webb frame inserts, 2 pcs of 10" x
 10" x 3/8" side cord bkts, 4 pcs of 9" x 15" x 3/8" bkts,
 6 - 6" weld pick ups.
 STERN RAKE VOID
 5 pcs of 15" x 15" x 3/8" bkts, 1 pc of 6 x 4 x 3/8" angle
 4' long, 1 pc of 9' x 6 x 4 x 3/8" angle, 1 pc of 18" x 32"
 x 3/8" corner plate bkt, 6 pcs of 12" x 12" x 3/8" bkts, 1
 pc of 14" x 14" x 3/8" deck plate inserts, 18 - 6" weld
 pick ups.

CONTINUE ON PAGE #2

Survey Requested by SBA S.V. Vessel Owner or Agent National maru Date 5-28-88
Vessel NIMS 3109 Type of Vessel TANK BARGE Specific Location of Vessel SBA / JENNINGS, L.
Last Three (3) Cargoes ASPHALT (3) Test Method On/Off/Visual Time Survey Completed 9:15 AM

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOID DOUBLE BOTTOMS

No. 1-3-4-5 P/S - SAFE FOR WORKERS

CLEAN PRESERVATIVE BACK FROM
WORK AREA AND PROVIDE FIREWATCH
WITH CHARGED FIREHOSE AND
SAFE FOR HOTWORK.

WING VOID DOUBLE BOTTOM

No. 2 P/S - SAFE FOR WORKERS - REMOVE ASPHALT

FROM IN-WAY OF HOTWORK AND SAFE
FOR HOTWORK WITH FIREWATCH AND CHARGED
FIRE HOSE.

CARGO TANKS

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS - REMOVE ASPHALT

FROM IN-WAY OF HOTWORK OR COVER WITH
WATER BOTTOM AND SAFE FOR HOTWORK
WITH FIREWATCH AND CHARGED FIREHOSE

POTABLE AIR VENTILATION REQD. IN WORK TANK. (MIN 1000 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] SBA Company

Date 5-28-88

Signed [Signature] Marine Chemist

Certificate No. 572



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE DM-952
And/or Owner And/or Charters,
National Marine Service Inc.
P.O. Box 52189
New Orleans, LA 70512-2189

Attention: Mr. Jessie Sandlin

INVOICE NO. 8-2 (88)

WORK ORDER NO. 1077

DATE August 9, 19 88

P. O. NO. 688-S-016

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

WE INVOICE YOUR ACCOUNT FOR CLEANING,
DOCKING, BLASTING, COATING, AND STEEL
WORK TO TANK BARGE DM-952, AS PER YOUR
INSTRUCTIONS, AS PER ATTACHED SHEETS.

TOTAL LABOR AND MATERIALS. \$47,997.00

TOTAL AMOUNT OF INVOICE DUE \$47,997.00

Checked By

[Signature]

[Signature]

INVOICE NO. 8-2 (88)
ORDER NO. 1077
DATE August 9, 1988
P.O.NO. 688-S-016

TANK BARGE DM-952
And/or Owner And/or Charters,
NATIONAL MARINE SERVICE INC.
P.O. Box 52189
New Orleans, LA 70512-2189

Attention: Mr. Jessie Sandlin

INSTRUCTIONS FOR REPAIRS AS AUTHORIZED

Invoice for Cleaning, Docking, Blasting, Coating, and Steelwork
as follows:

1. Shift Barge from river to Cleaning Facility on South-side of yard. Shift back to Marine railway; Gas-Free and clean vessel SAFE FOR MEN, SAFE FOR FIRE including steam coils, pipeline, main cargo tanks, wings and double bottoms; Pump and Strainer, including Rake ends. Bucket and pick-up residue - chemical and rewash vessel.
486 man hours @\$18.00 per man hour \$ 8,748.00
2. Furnish Gas-Free chemist certificate including Benzene check. 300.00
3. Dry dock vessel. Shift on Stock to blast and coat block spots; undock, including 12 lay days on marine railway. 1,200.00
4. Steel work as requested by U.S.C.G. and Owner Representative as follows:
Stern Rake Tank
3 corner Bkts., 3' x 1.6" x 15.3#, ten 12" x 12" x 15.3#
Head log Bkts., 8' of 4" x 4" x 3/8" diagonal
#1. STB Wing, and Bottom, and Side-sheet
One 15" x 36" x 3/8" deck plate, one 3'6" x 2'6" x 3/8" side sheet and deck knuckle. Formed plate, 2 peices of 2' x 4' x 3/8" Frame Plate, one 12" x 2' x 3/8" Frame plate. Two 9" x 15" x 3/8" BHD Bkts. One peice 10' x 18" x 3/8" Bottom Frame plate.
#1. Port Wing
Eight 9" x 15" x 3/8" BHD Bkts., two peices of 7' x 4" x 3" x 3/8" side sheet angles. One peice of formed deck knuckle, 7' x 3'6" x 3/8" plate.
#2. Port Wing
One side cord channel, 7' x 8" - 13.7#; one 28" x 6' x 3/8" Bottom cord frame.
#3. Port Wing
Three 9" x 15" x 3/8" BHD Bkts., 5' of 8" Side cord channel; One side cord channel, 8" x 7'; One piece frame plate, 18" x 27" x 3/8".
#3. STb. Wing
Two pieces of 18" x 27" 3/8" Frame Cord.
#4. Port Wing
Eleven, 9" x 15" x 3/8" BHD Bkts.
#4. STb. Wing Tanks
Five, 9" x 15" x 3/8" BHD Bkts.

Main Cargo Tanks
Six pieces of 18" x 12" x 5/16" Formed plate with 1/2" plug at transverse. Bottom BHDs where expansion where plate installed in wings. 62' of rewelding in Wing Rake tanks and double bottom. Reweld splits in suction Bells; install additional angle support on suctions. Repair split in #3 tanks, Sump at suction.

P. O. BOX 3602 BEAUMONT, TEXAS 77704.
(409) 832-6409, 866-4822, 866-4223
W. B. EATWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE
SERIAL NO. D 104075

SBA S.Y. W.O.# 1082 8-26-88
Survey Requested by Vessel Owner or Agent
NIT'S 3104 TANK BARGE SBA / JENNINGS, L
Vessel Type of Vessel
#6014 (3) O2 / LEL / VISUAL Specific Location of Vessel
Last Three (3) Cargoes Test Method 3:00 PM
Time Survey Completed

BOW RAKE

STERN RAKE

#5 P/S WING DOUBLE BOTTOM / SAFE FOR WORKERS
SAFE FOR HOTWORK

WING DOUBLE BOTTOMS

#1-2-3-4 P/S — SAFE FOR WORKERS

SAFE FOR HOTWORK WITH WATER
OVER OILY SCALE AND TIRE SLATCH
WITH CHARGED FIRE HOSE ON
STAND-BY.

CARGO TANKS

#1-2-3-4-5 P/S — SAFE FOR WORKERS, SAFE FOR HOTWORK

STEAM COILS - BLOWN — SAFE FOR HOTWORK

CARGO LINES & DEEPWALK — DRAINED, VALVES CLOSED -

FORCED AIR VENTILATION REQ. IN WORK TANK - (MIN. 100 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

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NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

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SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "NMS-3104"
and/or OWNERS and/or CHARTERS
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70512-2189

Attention: Mr. Phil Peyton

INVOICE NO. 10-6(88)

WORK ORDER NO. 1082

DATE October 26, 1988

P. O. NO. #988-P-10

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your Account for Repairs to your TANK BARGE "NMS-3104"
as per your instructions and as per attached sheets.

TOTAL LABOR & MATERIALS	\$152,966.00
1% Louisiana State Sales Tax	1,529.66
TOTAL JOB COST	\$154,495.66
Less INVOICE NO. 9-3(88) ... Dated 9/21/88	57,504.00
TOTAL AMOUNT DUE FOR THIS INVOICE	\$ 96,991.00

Void

Checked By

[Signature]

S.B.A. SHIPYARDS, INC.

Jennings, LA 70546

INVOICE NO. 10-6(88)
 WORK ORDER NO. 1082
 DATE: October 26, 1988
 P.O. NO. #988-P-10

TANK BARGE "NMS-3103"
 and/or Owners and/or CHARTERS,
 NATIONAL MARINE SERVICE, INC.
 P.O. Box 52189
 New Orleans, LA 70512-2189
 Attention: Mr. Phil Peyton

INSTRUCTIONS FOR REPAIRS AS AUTHORIZED

Invoice for cleaning, docking, testing (air and hydro), Sonic gauging; Steel (plate & Structural) repairs, Required seam and butt welding, as per requirements of owner Representative and U.S.C.G. for Bi-Annual & dry docking credit. Labor & Materials for Period, 7/26/88 through 10/24/88, as follows:

1. Shift vessel from Northside of yard to cleaning facility, to shift from cleaning area to Ingraving dock, shift from dock to Marine Ways slip. GAS FREEING and cleaning vessel, safe for men, Safe for Fire, Pick-up and Bucket-out and dispose of Product from tanks and wings. Stem and Blow Products from, Suction & discharge Pipings, Chemical and re-Butterworth main tanks, 300' x 54' x 15', double skin barge.
 1,296 man hrs. @ \$17.50 per man hr. ... LABOR \$ 22,680.00
 Boiler fuel, diesel for pumps, Chemicals, Protective gear 4,169.00
2. GAS FREE Chemist Certificate, Safe for men & Fire. 250.00
3. Dry dock vessel, (300') in Graving dock, Lay days to complete listed repairs, and undock vessel. 1,500.00
4. Air testing Wings & Voids, with Mr. Murphy for three days to locate leaks through out vessel, including, cutting holes in Bottom to inspect Internal deteriorated center line and transverse framing, washing and cleaning areas of repairs between transverse floor (oil, rust & mud). Replacing and welding 7/16" plate inserts, inside and out, 14, 35" x 22" x 7/16" plt. used.
 807 man hrs. @ \$16.50 per man hr. 13,316.00
 Oxygen, Gas, Rods, Supplies 620.00
5. Furnish Labor for grinding for Sonic gauging as directed, external & internal, 405 shots. Furnish record of gauging found by Sabine Surveyors, Inc. and copy to U.S.C.G.
 52 man hrs. @ \$17.00 per man hr. 884.00
 Sabine Surveyors, Sonic gauging, Bottom Plate, tanks & wings, Interiors & Decks. 825.00
6. Steel & Structural required by owners and U.S.C.G.:
Bottom Plate #2, P/S. 30 pcs. of frames, 19" x 40" x 5/16" Plt. = 2028#.
3 pcs. of 19" x 40" x 5/16" Plt. Frames, =203#. 1 pc. of 19" x 41/16" x 5/16" Plt. = 94#.
Bottom Plate at BHD. 1 pc. of 19" x 11'6" x 15.3# Plt. = 284#. 1 pc. of 40" x 20" x 12.8# Plt. = 845#. 1 pc. of 19" x 21" x 15.3# Plt. = 514#.
1 pc. of 40" x 11'6" x 5/16" Plt. = 490#. 1 pc. of 19" x 5'6" x 12.8# plate, = 115#.
Inter Bottom #2. StB. 4 pcs. of 64" x 19" x 5/16" Plt. frame, =410#.
2 pcs. of 32" x 1.6" x 12.8# Plt. frams = 115#. Bottom Plate. 1 pc. of 8' x 13' x 17.8# Plt. = 1851#.
Main Tanks, Side Sheets and 2 StB. Bottom & BHds., Bottom Plt. Main Tank.
1 pc. of 30" x 4' x 12.8# Plt. = 133#. Side Sheet, Wing Wall, 1 pc. of 4' x 8'9" x 12.8# = 456#. 1 pc. of 5' x 8'9" x 12.8# Plt. S.S. = 570#.
Inter Bottom Plt., 1 pc. of 5' x 30" x 12.8# = 166#. Web Frames, 4 pcs.

MARINE CHEMISTS, INC. OF TEXAS
P. O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. D 104624

Survey Requested by SBA SHIPYARD 952	Vessel Owner or Agent NATIONAL MARINE SERV. TANK BARGE	Date 11-8-88
Vessel COAL TAR DISTILLATE	Type of Vessel DRAGER TUBE JULICOMR. O ₂ /CE/VISUAL	Specific Location of Vessel SBA MERMENTAU 8:45 AM
Last Three (3) Cargoes	Test Method	Time Survey Completed

ALL CARGO TANKS (1,2,+3) — CLEAN, LESS THAN 2PPM BENZENE.
ENTER WITH RESTRICTIONS
4 HRS WITHOUT MASK
12 HRS WITH HALF MASK
USING ORGANIC CARTRIDGE
AIR BLOWER IN WORK TANK
(MIN. 500 CFM)
SAFE FOR HOT WORK

DOUBLE BOTTOM TANKS 1-4 PDS — NO DETECTABLE BENZENE
FORWARD & AFTER BAKES — SAFE FOR WORKERS.
SAFE FOR HOT WORK.
AIR BLOWER IN WORK TANK
(MIN. 500 CFM)

STEAM COILS — AIR BLOWN, SAFE FOR HOT WORK.

CARGO LINES — OPEN, DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed *W. B. Hatway*
Name

SBA 11-8-88
Company Date

Signed *W. B. Hatway #537*
Marine Chemist Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

CUSTOMER COPY

SBA SHIPYARD

NATIONAL MARINE SERV.

11-8-88

Survey Requested by

Vessel Owner or Agent

Date

952

TANK BARGE

SBA MERMONTAL

Vessel

Type of Vessel

Specific Location of Vessel

COAL TAR DISTILLATE

DRAGER TUBE
JULIOMB. O₂/CE/VISUAL

8:45 AM

Last Three (3) Cargoes

Test Method

Time Survey Completed

ALL CARGO TANKS (1,2,13) — CLEAN, LESS THAN 2 PPM
BENZENE.
ENTER WITH RESTRICTIONS
4 HRS WITHOUT MASK
12 HRS WITH HALF MASK
USING ORGANIC CARTRIDGE.
AIR BLOWER IN WORK TANK
(MIN. 500 CFM).
SAFE FOR HOT WORK.

DOUBLE BOTTOM TANKS 1-4 PPS — NO DETECTABLE BENZENE
FORWARD & AFTER TANKS — SAFE FOR WORKERS
SAFE FOR HOT WORK.
AIR BLOWER IN WORK TANK
(MIN. 500 CFM).

STEAM COILS — AIR BLOWN, SAFE FOR HOT WORK.

CARGO LINES — OPEN, DRAINED.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "DM-952" and/or OWNERS and/or CHARTERS
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
NEW ORLEANS, LA 70512-2189

Attention: Mr. Phil Peyton

INVOICE NO. 11-2 (88)

WORK ORDER NO. #1097

DATE November 9, 19 88

P. O. NO. 1188-P-05

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for cleaning and repairs to
TANK BARGE "DM-952" as per your instructions,
and as per attached sheet.

TOTAL LABOR AND MATERIALS \$6,388.00

1% State Sales Tax Due 63.88

TOTAL AMOUNT DUE FOR THIS INVOICE \$6,451.88

Checked By

S.B.A. SHIPYARDS, INC.
Jennings, LA 70546

INVOICE NO. 11-2 (88)
WORK ORDER NO. #1097
DATE: November 9, 1988
P. O. NO. 1188-P-05

TANK BARGE "DM-952" and/or
OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70512-2189
Attention: Mr. Phil Peyton

Invoice for cleaning and repairs to Tank Barge "DM-952" as follows:

- COAL TANK
DETILATE*
1. Shift Vessel from Northside of yard to Barge cleaning facility
and return to repair area after cleaning.
GAS FREE three main cargo tanks and remove approximately 1½ feet
of Product from #2. Inter Bottom. Blow Steam coils and drop
pipe lines; all safe for men and safe for Fire.
216 man hours @ \$19.00 per man hour. \$4,104.00
Chemical, Diesel, Boiler fuel, 1,221.00
 2. Furnish GAS FREE Chemist Certificate, and a Benzene Check. 300.00
 3. Repair Fracture, after end of #1. Port Cargo Tanks, two splits,
where Transverse Floor tore holes in interbottom plates; Gauge,
welded inside and under longitudinal frame, repaired leaking
Steam coil- (Ells and nipples), found holes. Air tested all
wings to check main tanks and repairs.
36 man hours @ \$20.00 per man hour. 720.00
Welding wire, soap, screw pipe fittings, 43.00
TOTAL LABOR AND MATERIALS \$6,388.00
1% State Sales Tax Due 63.88
TOTAL AMOUNT DUE FOR THIS INVOICE \$6,451.88

P. O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

W.I.O. 1099

SERIAL NO. D 104667

Survey Requested by SRA SHIDYARD Vessel Owner or Agent NATIONAL MARINE Date 12-7-88
Vessel NIMS 3105 Type of Vessel TANK BARGE Specific Location of Vessel SRA MEXMENA
NO. 6 OIL Test Method IN COMB. O₂ / CCL / VISUAL Time Survey Completed 9:30 AM
Last Three (3) Cargoes

AIR CARGO TANKS (1-5 PTS) — SAFE FOR WORKERS
SAFE FOR HOT WORK
AIR BLOWER IN CARGO TANKS
(MIN. 500 CFM)

STEAM COILS — AIR BLOWN, SAFE FOR HOT WORK

WALING DOUBLE BOTTOMS 1-5 PTS — GENERALLY CLEAN, SOME
SCALE WITH SCATTERED,
HAVE FIREWATCH WITH
CHARGED FIREHOSE ON
STANDBY, THEN
SAFE FOR WORKERS
SAFE FOR HOT WORK

FORWARD & AFTER TACK — SAFE FOR WORKERS
SAFE FOR HOT WORK

CARGO LINES & DEED W/CIL PUMP — OPEN, DRAINED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

20M-4-86

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

CUSTOMER COPY



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "NMS-3105", and/or Charters and/or Owners,
NATIONAL MARINE SERVICE INC.
P.O. BOX 52189
New Orleans, LA 70512-2189

Attention: Mr. Phil Peyton

INVOICE NO. 12-8 (88)

WORK ORDER NO. #1099

DATE December 30, 19 88

P. O. NO.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, warpage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work in Process on the
National Marine Tank Barge, "NMS-3105", from
November 18, 1988 through December 14, 1988, in accordance
with your instructions, and as per attached sheet:

Labor, Equipment and Materials from 11/18/88 through
12/14/88, TOTAL DUE FOR THIS INVOICE \$14,750.00

Checked By

S.B.A. SHIPYARDS, INC.
Jennings, LA 70546

INVOICE NO. 12-8 (88)
WORK ORDER NO. #1099
DATE: December 30, 1988

TANK BARGE "NMS-3105",
and/or OWNERS and/or CHARTERS,
NATIONAL MARINE SERVICE INC.
P.O. BOX 52189
New Orleans, LA 70512-2189
Attention: Mr. Phil Peyton

Invoice for work in Process on National Marine Tank Barge, "NMS-3105",
November 18, 1988 through December 14, 1988, as follows:

1. Shift Vessel from river to Barge cleaning facility. Gas Free and clean heavy products from cargo tanks and double bottom. Shovel and bucket, heavy products, approximately 65 Barrels. Re-chemical and wash tanks with steam and hot water; steam and blow pipe lines and coils; open pump well. Barge Safe for men, Safe for Fire.
598 man hours @ \$17.50 per man hour..... \$10,465.00
Chemical, Boiler fuel, diesel for pumps and protective clothing... 2,351.00
2. Gas Free Chemist Certificate 300.00
3. Shift Barge to wave slip. Partial dock. Started air testing with Mr. Murphy, at his request. Re-float vessel until we could get it in the Engraving dock some time in January 1989.
86 man hours @ \$19.00 per man hour..... \$ 1,634.00

Labor, Equipment and materials from 11/18/88 through 12/14/88,
Total due for this Invoice \$14,750.00

SBA S.V.

NMS

2-20-89

Survey Requested by

Vessel Owner or Agent

Date

NMS 1350

TANK BARGE

SBA/JENNINGS, LA.

Vessel

Type of Vessel

Specific Location of Vessel

#6 OIL

O₂ / LEL / Visual

7:15 AM

Last Three (3) Cargoes

Test Method

Time Survey Completed

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B. 11

No. 1-2 P/S — SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS

No. 1 & 2 P/S — SAFE FOR WORKERS
SAFE FOR HOTWORK

FORCED AIR VENTILATION REQD. IN WORK TANK
(MIN. 1000 CFM)

SOME SCATTERED RESIDUE IN # 1P & 2S - FIREWATCH
AND CHARGED FIREHOSE REQD.

DECK SLOP TANKS (2) - 0% LEL - ONLY.

STEAM COILS - BLOWN WITH AIR - SAFE FOR HOTWORK

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 1-6.1 through 1-6.4, and Subsection 5-3.2).

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-3 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.



S. B. A. SHIPYARDS, INC.

P. O. BOX 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE NMS-1350 - "Box Type",
and/or OWNERS AND/OR CHARTERS,
NATIONAL MARINE SERVICE, INC..
P.O. BOX 52189
New Orleans, LA 70512-2189

INVOICE NO. 2-7(89)
WORK ORDER NO. #1113
DATE February 21, 19 89
P.O. NO. _____

Attention: Mr. Phil Peyton

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for work done to your Tank Barge, NMS-1350, "Box Type", as per your instructions, and as follows:

1. Shift barge back from river to barge cleaning facility. GAS FREE and clean safe for men, safe for Fire. Steam and blow pipe lines, clean pump-well, wings and double bottoms. Blow steam coils. Clean deck diesel fuel tanks.

176 man hours at \$20.00 per man hour \$3,520.00

Boiler fuel and diesel for pumps, & detergent 2,236.00

2. GAS FREE chemist certificate 300.00

Total Labor and Equipment and Materials \$6,056.00

1% State Sales Tax on Repairs (with exemption certificate) ... 60.56

TOTAL AMOUNT DUE FOR THIS INVOICE. \$6,116.56





S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

DOUBLE SKIN TANK BARGE "DM-932"
and/or OWNERS and/or CHARTERS
NATIONAL MARINE SERVICE, INC.
P.O. BOX 52189
New Orleans, La 70152-2189

INVOICE NO. 9-4 (89)

WORK ORDER NO. #1131

DATE September 26, 19 89

P. O. NO. #989-E-082

Attention: Mr. Mark East

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for work done to your Double Skin Tank Barge, "DM-932" necessary to perform the repairs and coiling as specified in your Purchase Order #989-E-082, and at the request of your company representative, Mr. Mark East, and as listed on the following attached pages.

Total Labor, Materials and Equipment for Items #1.		
through #3.	.....	\$56,680.00
1% State of Louisiana Sales Tax	.....	566.80
Total amount Due for This Invoice	.....	\$57,246.80

Checked By

S.B.A. SHIPYARDS, INC.

foot of LA Hwy 3166
Jennings, LA 70546

INVOICE NO. 9-4 (89)
WORK ORDER NO. 1131
DATE: September 26, 1989
P.O. NO. 989-E-082

DOUBLE SKIN TANK BARGE "DM-932"
and/or OWNERS and/or CHARTERS
NATIONAL MARINE SERVICE, INC.
P.O. BOX 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

Furnish materials, labor and equipment necessary to perform the following repairs and coiling as per your Purchase Order #989-E-082, as follows:

1. Shift vessel from the North dock to the Barge Cleaning facility and shift back to the North dock for Coiling and testing.
2. Steam and Butter-worth three main cargo tanks to remove as much oil as possible and to make the tanks Safe for Personnel. Cover bottoms with water, necessary to obtain a Certificate for cutting, large 6' x 6' holes in the deck in order to use large dump boxes with the crain. Refit and reweld inside and out after cleaning and Coils installed. Move Barge to opposite side of slip. Dig out Aproximately 880 barrels of heavy-oily products. Move Barge back to cleaning plant, steam and detergent wash to obtain a certificate, Safe for Men, Safe for Fire, including wings, double bottoms, rakes and steam Pipe-lines. And, pick-up after washing
 - 1,260 man hours at \$18.00 per man hour \$22,680.00
 - Diesel for Boilers and Pumps, Protective clothing, Flash-light Batteries and detergent 4,545.00
 - 2 GAS FREE Certificates 450.00
 - 480 yards of red sand for mixing with products from the barge at \$3.50 per yard of sand, delivered 1,680.00
3. Furnish Labor and materials necessary to install, New 2 1/2" internal Coiling, New 6" deck-Header, 6 new 2" drops with valves off Headers, New 3/4" Blow-off with valves and hoses. Connect existing system to new deck header.

SandBlast and apply Devoe #302 Zinc rich Epoxy Primer to all deck piping. Install new insulation with metal cover. Blast and Zinc



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "D.M.-947"
and/or OWNERS and/or CHARTERS
National Marine Service, Inc.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

INVOICE NO. 10-5- (89)

WORK ORDER NO. #1137

DATE October 23, 1989

P.O. NO. #1089 E 083

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

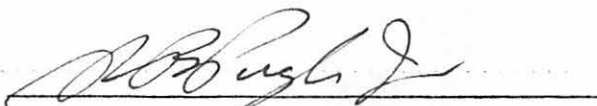
Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for cleaning, testing, and repair work done for your Tank Barge, "D.M.-947" as per you instructed, and as listed on the attached sheet.

Total Labor and Materials	.....	\$10,318.00
1% State Tax Due on Repair Work	.....	103.18
Total Invoice Amount Due	.....	\$10,421.18

Checked By



S.B.A. SHIPYARDS, INC.

foot of LA Hwy #3166
Jennings, LA 70546

INVOICE NO. 10-5 (89)
WORK ORDER NO. #1137
DATE: October 23, 1989
P.O. NO. #1089 E 083

TANK BARGE "D.M.-947"
and/or OWNERS and/or CHARTERS
NATIONAL MARINE SERVICE, INC.
P.O. BOX 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East,

INSTRUCTIONS FOR REPAIRS AS AUTHORIZED

Invoice for cleaning, testing, repairs; as follows.

1. Shift vessel from the North side of the yard, to the GAS FREE Facility, GAS FREE and clean barge; three main cargo tanks and four Inter-Bottom tanks. #1. Inter Bottom with cargo, which leaked from the Split in at bottom of #1. Cargo Tank, approximately 10' Forward of Bulkhead. Pick up approximately 10 drums of heavy products from the main tanks and the #1. Wing and InterBottom. Shift Vessel back to river, Northside of yard, for testing and repairs.

296 man hours at \$19.50 per man hour	\$ 5,772.00
Boiler fuel, Diesel for Pumps, detergent, flash lights and batteries	2,168.00
2. GAS FREE Chemist Certificate and Benzene test 300.00
3. Air Wing Tanks. Check all BulkHead floors including Rake BulkHeads. Soap and water spray, repair leaks found in #1. Cargo tank. Weld in wing; gouge and weld in tank. Form and install a 20" x 1/4" plate over split in InterBottom and Wing BulkHead. Retest after repairs.

48 man hours at \$19.50 per man hour ... Labor & Materials	936.00
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4. Crop and replace fracture, Port Bow, Rake Knuckle just below the Head Log - 2' x 2' x 1/2" formed plate and Bracket.

38 man hours at \$19.50 per man hour	741.00
Oxygen, gas, rods, and plate	245.00
5. Insulate muffler, remove water from tanks and sumps, main tanks, U.S. Coast Guard Witnessed testing and repairs. Paint out D.M. in front of 947 as requested by U.S. Coast Guard.

8 man hours at \$19.50 per man hour, Labor and Materails	156.00
Total Labor and Materials	<u>\$10,318.00</u>
1% State Tax Due on Repairs	<u>103.18</u>
Total Invoice Amount Due	\$10,421.18

MARINE CHEMISTS, INC. OF TEXAS
P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. E 35263

Survey Requested by SBA S.Y. Vessel Owner or Agent NATIONAL MARINE Date 10-27-89
Vessel 950 Type of Vessel TANK BARGE Specific Location of Vessel SBA / JENNINGS
Last Three (3) Cargoes COAL TAR (3) Tests Performed O₂ / LEL / VISUAL / TOXIC Time Survey Completed 11:00 AM

BOW RAKE
STERN RAKE

WING VOID D.B.¹²
No. 1-2-3-4 P/S

CARGO TANKS

No. 1-2-3 SAFE FOR HOTWORK

ENTER WITH RESTRICTIONS - FORCED AIR
VENTILATION REQD. (MIN. 1000 CFM)
BENZENE - LESS THAN 1 PPM

STEAM COILS SAFE FOR HOTWORK

CARGO LINES & DEEPWALL WASHED & DRAINED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed David Marshall SBA 10-27-89 Signed Kenneth H. Price 577
Name Company Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

DOUBLE SKIN TANK BARGE, "DM-950"
and/or OWNERS, AND/OR CHARTERS,
NATIONAL MARINE SERVICE INC.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

INVOICE NO. 11-6 (89)

WORK ORDER NO. #1136

DATE November 14, 19 89

P.O. NO. #1189-E-032

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for Work done to your Tank Barge, "DM-950", for cleaning, GAS FREEING, Heating coil installation, testing and repairs, as per your Purchase Order No. #1189-E-032, and as listed on the attached pages.

Total Labor and Materials and Equipment	.....	\$59,770.00
1% State Sales Tax on Repairs of Vessels	.....	<u>597.70</u>
Total Invoice Amount Due	.....	\$60,367.70

Checked By

S.B.A. SHIPYARDS, INC.

foot of LA Hwy. 3166
Jennings, LA 70546

INVOICE NO. 11-6 (89)
WORK ORDER NO. #1136
DATE: November 14, 1989
P.O. No. #1189 - E - 032

DOUBLE SKIN TANK BARGE, "DM-950",
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE INC.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

Instructions For Repairs as Authorized

Invoice for cleaning, GAS FREEING, Heating Coil Installation, testing and repairs, as per your Purchase Order No. #1189-E-032, as listed on the following pages.

1. Shift vessel from the North dock to the Barge Cleaning Facility, on the South Side of the yard. Return back to the Northside of the yard for Coiling, Testing and repairs.
2. Steam and Butterworth three (3) main Cargo Tanks to remove as much oil as possible from the piles of coaltar, to make the tanks safe for personel. Cover tank bottom products with water, necessary to obtain a Chemist certificate for cutting large 6' x 6' holes, one per tank, in deck in order to use 10-barrel dump boxes with the crain to remove 3' to 5' of coal-tar from the main tanks. Pump water out of three (3) tanks and move the vessel across the slip. Dig out approximately 950 barrels of CoalTar. Shift the vessel back to the cleaning dock. Stean and detergent wash and pick up loose residue left, to obtain a Marine GAS FREE Chemist Certificate, for wings, main tank, double bottoms, rake ends, pipe lines and Steam Coils. Refit and weld deck cut-outs after Coiling installed; welded inside and out.

1,396 man hours at \$18.00 per man hour	\$25,128.00
Diesel for pumps and boilers, protective clothing, detergent, flashlights, batteries and rubber boots.	4,685.00.
Two (2) GAS FREE Chemist Certificates	450.00
496 yards of red sand/clay for mixing with products from barge to make acceptable for disposal, at \$3.50 per yard of sand, delivered to yard site.	1,736.00

3. Crop and install 18" x 18" x 3/8" plate insert in StarBoard Stern Transon, approximately 2' inboard of corner.

Labor and Materials	138.00
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4. Furnish labor and materials necessary to install, new 2 1/2" Internal Coiling, New 6" deck headers, six new 2" drops with valves off headers, new 3/4" Blow offs with valve and steam hoses. Connect existing system to the new system.

Sand Blast and apply Devoe #302 Zinc rich, Epoxy primer to all new deck piping, cut outs and repairs. Furnish and install new insulation and metal cover. Coat areas of repairs and metel covering with Devoe gray Epoxy as origianl. Hydro test all of the

Survey Requested by SBA S.V. Vessel Owner or Agent NIMS Date 12-11-89
Vessel NIMS 3303 Type of Vessel TANK BARGE Specific Location of Vessel LA.
Last Three (3) Cargoes #6 OIL Tests Performed 02/11/2/11/13/14/15/16/17/18/19/20/21/22/23/24/25/26/27/28/29/30/31/32/33/34/35/36/37/38/39/40/41/42/43/44/45/46/47/48/49/50/51/52/53/54/55/56/57/58/59/60/61/62/63/64/65/66/67/68/69/70/71/72/73/74/75/76/77/78/79/80/81/82/83/84/85/86/87/88/89/90/91/92/93/94/95/96/97/98/99/100/101/102/103/104/105/106/107/108/109/110/111/112/113/114/115/116/117/118/119/120/121/122/123/124/125/126/127/128/129/130/131/132/133/134/135/136/137/138/139/140/141/142/143/144/145/146/147/148/149/150/151/152/153/154/155/156/157/158/159/160/161/162/163/164/165/166/167/168/169/170/171/172/173/174/175/176/177/178/179/180/181/182/183/184/185/186/187/188/189/190/191/192/193/194/195/196/197/198/199/200/201/202/203/204/205/206/207/208/209/210/211/212/213/214/215/216/217/218/219/220/221/222/223/224/225/226/227/228/229/230/231/232/233/234/235/236/237/238/239/240/241/242/243/244/245/246/247/248/249/250/251/252/253/254/255/256/257/258/259/260/261/262/263/264/265/266/267/268/269/270/271/272/273/274/275/276/277/278/279/280/281/282/283/284/285/286/287/288/289/290/291/292/293/294/295/296/297/298/299/300/301/302/303/304/305/306/307/308/309/310/311/312/313/314/315/316/317/318/319/320/321/322/323/324/325/326/327/328/329/330/331/332/333/334/335/336/337/338/339/340/341/342/343/344/345/346/347/348/349/350/351/352/353/354/355/356/357/358/359/360/361/362/363/364/365/366/367/368/369/370/371/372/373/374/375/376/377/378/379/380/381/382/383/384/385/386/387/388/389/390/391/392/393/394/395/396/397/398/399/400/401/402/403/404/405/406/407/408/409/410/411/412/413/414/415/416/417/418/419/420/421/422/423/424/425/426/427/428/429/430/431/432/433/434/435/436/437/438/439/440/441/442/443/444/445/446/447/448/449/450/451/452/453/454/455/456/457/458/459/460/461/462/463/464/465/466/467/468/469/470/471/472/473/474/475/476/477/478/479/480/481/482/483/484/485/486/487/488/489/490/491/492/493/494/495/496/497/498/499/500/501/502/503/504/505/506/507/508/509/510/511/512/513/514/515/516/517/518/519/520/521/522/523/524/525/526/527/528/529/530/531/532/533/534/535/536/537/538/539/540/541/542/543/544/545/546/547/548/549/550/551/552/553/554/555/556/557/558/559/560/561/562/563/564/565/566/567/568/569/570/571/572/573/574/575/576/577/578/579/580/581/582/583/584/585/586/587/588/589/590/591/592/593/594/595/596/597/598/599/600/601/602/603/604/605/606/607/608/609/610/611/612/613/614/615/616/617/618/619/620/621/622/623/624/625/626/627/628/629/630/631/632/633/634/635/636/637/638/639/640/641/642/643/644/645/646/647/648/649/650/651/652/653/654/655/656/657/658/659/660/661/662/663/664/665/666/667/668/669/670/671/672/673/674/675/676/677/678/679/680/681/682/683/684/685/686/687/688/689/690/691/692/693/694/695/696/697/698/699/700/701/702/703/704/705/706/707/708/709/710/711/712/713/714/715/716/717/718/719/720/721/722/723/724/725/726/727/728/729/730/731/732/733/734/735/736/737/738/739/740/741/742/743/744/745/746/747/748/749/750/751/752/753/754/755/756/757/758/759/760/761/762/763/764/765/766/767/768/769/770/771/772/773/774/775/776/777/778/779/780/781/782/783/784/785/786/787/788/789/790/791/792/793/794/795/796/797/798/799/800/801/802/803/804/805/806/807/808/809/810/811/812/813/814/815/816/817/818/819/820/821/822/823/824/825/826/827/828/829/830/831/832/833/834/835/836/837/838/839/840/841/842/843/844/845/846/847/848/849/850/851/852/853/854/855/856/857/858/859/860/861/862/863/864/865/866/867/868/869/870/871/872/873/874/875/876/877/878/879/880/881/882/883/884/885/886/887/888/889/890/891/892/893/894/895/896/897/898/899/900/901/902/903/904/905/906/907/908/909/910/911/912/913/914/915/916/917/918/919/920/921/922/923/924/925/926/927/928/929/930/931/932/933/934/935/936/937/938/939/940/941/942/943/944/945/946/947/948/949/950/951/952/953/954/955/956/957/958/959/960/961/962/963/964/965/966/967/968/969/970/971/972/973/974/975/976/977/978/979/980/981/982/983/984/985/986/987/988/989/990/991/992/993/994/995/996/997/998/999/1000/1001/1002/1003/1004/1005/1006/1007/1008/1009/1010/1011/1012/1013/1014/1015/1016/1017/1018/1019/1020/1021/1022/1023/1024/1025/1026/1027/1028/1029/1030/1031/1032/1033/1034/1035/1036/1037/1038/1039/1040/1041/1042/1043/1044/1045/1046/1047/1048/1049/1050/1051/1052/1053/1054/1055/1056/1057/1058/1059/1060/1061/1062/1063/1064/1065/1066/1067/1068/1069/1070/1071/1072/1073/1074/1075/1076/1077/1078/1079/1080/1081/1082/1083/1084/1085/1086/1087/1088/1089/1090/1091/1092/1093/1094/1095/1096/1097/1098/1099/1100/1101/1102/1103/1104/1105/1106/1107/1108/1109/1110/1111/1112/1113/1114/1115/1116/1117/1118/1119/1120/1121/1122/1123/1124/1125/1126/1127/1128/1129/1130/1131/1132/1133/1134/1135/1136/1137/1138/1139/1140/1141/1142/1143/1144/1145/1146/1147/1148/1149/1150/1151/1152/1153/1154/1155/1156/1157/1158/1159/1160/1161/1162/1163/1164/1165/1166/1167/1168/1169/1170/1171/1172/1173/1174/1175/1176/1177/1178/1179/1180/1181/1182/1183/1184/1185/1186/1187/1188/1189/1190/1191/1192/1193/1194/1195/1196/1197/1198/1199/1200/1201/1202/1203/1204/1205/1206/1207/1208/1209/1210/1211/1212/1213/1214/1215/1216/1217/1218/1219/1220/1221/1222/1223/1224/122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S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "NMS-3203"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE INC.
P.O. Box 52189
New Orleans, LA 70152-2189

INVOICE NO. 12-3 (89)

WORK ORDER NO. #1143

DATE December 12, 1989

P.O. NO. 1289-E-067

Attention: Mr. Mark East

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for the repair work done for your 300' x 54' 12'
Single Skin Tank Barge, the Tank Barge "NMS-3203", as you requested and as
listed below:

1. Invoice for cleaning, mucking and GAS FREEing, a 300' x 54' x 12'
Single Skin Tank Barge, Safe for men; Safe for fire, to include
the Pump Wells. Cargo piping, Steamed and Blown. Heating coils
in four (4) tanks, plugged and contained oil residue ... as noted
on the Chemist Certificate which is attached. Picked-up and
bucketed out approximately 180 barrels of heavy products.

1196 man hours at \$18.50 per man hour \$22,126.00

2. Diesel for Pumps and Boiler fuel, protective gear, flash lights,
batteries, rubber boots, and washing detergents. 7,815.00

3. GAS FREE Chemist Certificate 300.00

Total Labor and Materials \$30,241.00

1% Louisiana State Sales Tax 302.41

Invoice Amount Due \$30,543.41

Checked By DRB

MARINE CHEMISTS, INC. OF TEXAS
P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. E 35334

SBA S.V.
Survey Requested by

NIMS
Vessel Owner or Agent

12-28-89
Date

NIMS 3108
Vessel

TANK BARGE
Type of Vessel

SBA/JENNINGS LA
Specific Location of Vessel

No. 6 ON (3)
Last Three (3) Cargoes

O₂ / LEL / VISUAL
Tests Performed

11:45 AM
Time Survey Completed

BOW RAKE
STERN RAKE

WING DOUBLE BOTTOMS
No. 1 & 2 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK

WING DOUBLE BOTTOMS

No. 3-4-5 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK TO GULCH BOTTOM
WITH WATER BOTTOM INSIDE.

FIREWATCH AND CHARGED FIRE HOSE READ.

CARGO TANKS

No. 1-2-3-4-5 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK WITH WATER BOTTOMS.

HOT OIL COILS — CONTAINS THERMAL OIL.

FORCED AIR VENTILATION READ. IN WORK TANK. (MIN. 1000 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

MARINE CHEMISTS, INC. OF TEXAS
P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. E 35334

W.O. # 1144

SBA S.V.
Survey Requested by

NMS
Vessel Owner or Agent

12-28-89
Date

NMS 3108
Vessel

TANK BARGE
Type of Vessel

SBA/JENNINGS, LA
Specific Location of Vessel

No. 6 OIL (3)
Last Three (3) Cargoes

O₂ / LEL / VISUAL
Tests Performed

11:45 AM
Time Survey Completed

BOW RAKE

STERN RAKE

WING DOUBLE BOTTOMS

No. 1 & 2 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK

WING DOUBLE BOTTOMS

No. 3-4-5 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK TO GULCH BOTTOM
WITH WATER BOTTOM INSIDE.

FIREWATCH AND CHARGED FIRE HOSE REQD.

CARGO TANKS

No. 1-2-3-4-5 P/S

SAFE FOR WORKERS

SAFE FOR HOTWORK WITH WATER BOTTOMS.

HOT OIL COILS — CONTAINS THERMAL OIL.

FORCED AIR VENTILATION REQD. IN WORK TANK. (MIN. 1000 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

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NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNING, LOUISIANA 70546

PHONE (318) 824-1519

Double Skin Tank Barge, DRAVO MEHCELIN-949",
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70152-2189

INVOICE NO. 3-6 (90)

WORK ORDER NO. #1149

DATE March 16, 19 90

P. O. NO. #390 E-076

Attention: Mr. Mark East.

RED LETTER CLAUSE

INVOICE DUE UPON RECEIPT.

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for the cleaning, repair work, SandBlasting and painting done to your Double Skin Tank Barge, the "Dravo Mechelin - 949", as you requested and as directed by your Mr. Dick Landrum and Mr. Kenny Vaughn, and as listed on the following pages.

Total Labor and Materials	.....	\$56,001.00
1% LA State Sales Tax	.....	560.01
Total Invoice amount due	.....	\$56,560.01

*Accepted
Kenny Vaughn
delivery
3/18/90*

[Signature]

Checked By

[Signature]

J

S.B.A. SHIPYARDS, INC.

foot of LA #3166
Jennings, LA 70546

INVOICE NO. 3-6 (90)
WORK ORDER NO. #1149
DATE: March 16, 1990
PURCHASE ORDER NO. 390 E-076

DOUBLE SKIN TANK BARGE, DRAVO MECHELIN -949
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

Invoice for cleaning approximately 4 1/2' of heavy products, Coal Tar residue, from three cargo tanks, pipe lines, pump and deck header. Miscellaneous repairs, as directed by Mr. Dick Landrum and Mr. Kenny Vaughn, and as follows:

1. Shift the barge from the North side of the yard to the South, Barge cleaning facility. Steam and high pressure wash oil and cresote residue from the barge. Necessary, SAFE for men to work in with resperators. Obtain chemist to burn 6' x 6' holes in the deck over the three cargo tanks, after covering products with water. Remove the water and hand shovel the products from the barge into large dump boxes, and handle with a crane. After removing approximately 480 short tons of Products, shift the vessel back to the dock to detergent wash, scrape tanks, steam and flush cargo lines, open the Strainer Box, clean the deck headers. Obtained a Chemist Certificate, Safe for Men, Safe for Fire. Purchased 480 yards of red clay-sand and mix products for disposal. Remove two (2) split Section Drops to the shop. Re-weld. Re-install with new gaskets in #2. and #3. cargo tanks. Replace cut-outs, weld inside, gouge and re-weld out side. Test tanks to 2 1/2 LBs air, soap and water spray. Blast and gray coat areas of repairs. Scrape and clean as much products from the deck and Bow Rake.

2,329 man hours at \$18.00 per man hour	\$41,922.00
Detergent, boiler fuel, diesel for pumps and cleaning, oxygen, gas, welding and gouging rods, resperators, protective clothing, sand, coating and crane service	8,469.00
2. Remove two (2), 3" valves on flush-line; valve bodies cracked and stems bent 325.00
3. Four hundred-sixty (460) yards of clay-sand for stabilizing the the removed products.

460 yards of clay-sand at \$4.00 per yard delivered to site...	1,840.00
--	----------
4. Two (2), GAS FREE Chemist Certificates 600.00

one - for burning holes to remove products.	
one - when vessel cleaned, Safe for Men, Safe for Fire.	
5. Repairs as requested by Dick Landrum and Kenny Vaughn:
 1. Change and replace gaskets on all cargo dome and ullage hatches, as required. (Landrum)
 2. Remove three (3) P.V. Valves, clean and re-install. Air Test cargo tank valves and headers for leaks. Secure ladder to dome in the #2. cargo tank. (Landrum)
6. Weld Hull fractures in the following locations, and repairs as directed by Mr. Kenny Vaughn:
 1. Port Bow, - push knee.
 2. StarBoard deck gunnal, next to #3. wing tank hatch ... 13" fracture.

P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 866-4822, 866-4223
W. B. HATAWAY 537 K. L. MERCER 577

MARINE CHEMIST CERTIFICATE

SERIAL NO. E 54809

Survey Requested by SBA S/4 Vessel Owner or Agent W.D. 1149 Date 3-6-90
DM 949 Type of Vessel TANK BARGE Specific Location of Vessel SBA MICHIGAN
Vessel BLACK OIL Tests Performed O₂/LEI/VISUAL/BENZENE Time Survey Completed 4:30 PM
Last Three (3) Cargoes

ALL CARGO TANKS (1, 2, & 3) — NO DETECTABLE BENZENE

SAFE FOR WORKERS

SAFE FOR HOT WORK

WING DOUBLE BOTTOM TANKS 1-4 PIS — SAFE FOR WORKERS

FORWARD & AFTER TANKS — SAFE FOR HOT WORK

STEAM COILS — SAFE FOR HOT WORK

AIR BLOWER REQUIRED IN WORK TANK (MIN. COOL FAN).

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or release of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

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SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed W.D. 1149 SBA 3-6-90 Date 3-6-90 Signed W.D. 1149 Marine Chemist
Name Company

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.

Survey Requested by SBA S.V. Vessel Owner or Agent NMS Date 3-21-90
Vessel NMS-3109 Type of Vessel TANK BARGE Specific Location of Vessel SBA / JAXONAS LA
Last Three (3) Cargoes ASPHALT ASPHALT #6 OIL Tests Performed OUTLET/VISUAL Time Survey Completed 2:30 PM

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B.¹²
No. 1 P/S 3 P/S, 4 P/S, 5 P/S } SAFE FOR WORKERS
SAFE FOR HOTWORK

WING VOID D.B.¹²
No. 2 P/S } OIL W/ 20.8% O₂
SAFE FOR WORKERS
NOT SAFE FOR HOTWORK
ONLY RESIDUE UNDER DOUBLE BOTTOM

CARGO TANKS
No. 1-2-3-4-5 P/S } SAFE FOR WORKERS
SAFE FOR HOTWORK
FIREWATCH AND CHARGED FIRE HOSE REQUIRED

FORCED AIR VENTILATION REQ'D IN WORK TANK
(MIN. 1000 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

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SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Ronnie Marshall SBA 3-21-90 Date 3-21-90 Signed Samuel Mercer 577
Name Company Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



S. B. A. SHIPYARDS, INC.

P. O. Box 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

TANK BARGE "N.M.S.-3109"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

INVOICE NO. 3-9 (90)

WORK ORDER NO. #1158

DATE March 26, 19 90

P. O. NO. #390 E 051

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your account for cleaning work done for your
Tank Barge, the "N.M.S.-3109", as requested, and as listed
below:

1. Shift the Vessel to the cleaning facility. Necessary to GAS FREE and clean a 300' x 54' x 15' double-skin Barge. Main cargo tanks, wings and double bottoms, pipe lines, deck boxes and pump wells, all safe for men, safe for fire.

Last Cargo: 6-Oil and Asphalt.

6-Oil and Asphalt in the wings and the double bottoms.

Quote Price — No digging or Mucking	\$15,000.00
2. GAS FREE Chemist Certificate	300.00
Total Cost of Cleaning	\$15,300.00
1% State Sales Tax on Repair work	153.00
Total Amount due for this Invoice	\$15,453.00

Checked By



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "N.M.S.-3108"
and/or Owners, and/or Charters,
NATIONAL MARINE SERVICE, INC.
P.O. Box 52189
New Orleans, LA 70152-2189

Attention: Mr. Mark East

INVOICE NO. 4-2 (90)

WORK ORDER NO. #1144

DATE April 12, 19 90

P. O. NO.

INVOICE DUE UPON RECEIPT

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

*601. Asphalt
Rust & Weld*
We Invoice your Account for the final Invoice for repair work done to your Tank Barge "N.M.S.-3108", as you requested and as directed by Mr. Normaen Antrainner of Merrill Marine Service. This final Invoice for work done as listed on the attached pages.

Total Labor and Materials for this job	.....	\$439,757.00
Less Inv. 2-3 (90) Feb. 19, 1990	PAID \$180,317.00	
Inv. 1-7 (90) Jan. 19, 1990	PAID \$127,594.00	
	\$307,911.00	-307,911.00
Net Amount Due for This Invoice	.....	\$131,846.00

Checked By *[Signature]*

original record of
SBA for which
we have a copy

- needs to be
mailed back to
SBA

REPAIR SPECIFICATIONS

" N.M.S.-3108 "

- | | |
|---------------------|---|
| <u>N/A</u> | 1. Provide Local Shifting to and from the shipyard. |
| <u>\$ 250.00</u> | 2. Provide inyard shifting and fleeting. |
| <u>N/A</u> | 3. Provide Ship-repairs Liability Insurance. |
| <u>\$ 30,000.00</u> | 4. GAS FREE and clean in way of repairs. (B I D) |
| <u>\$ 500.00</u> | 5. Provide a "GAS FREE CERTIFICATE": Safe for Men/Safe for Fire,
(2 certificates) |
| <u>N/A</u> | 6. Provide a "Competent Person" to check GAS FREE condition daily. |
| <u>N/A</u> | 7. Provide a Fire watch as required. (Included in item #9, & #13.) |
| <u>\$ 1,800.00</u> | 8. Block, dock, and Launch on completion of repairs. |
| <u>\$ 64,905.00</u> | 9. Crop and renew the Centerline Keel plate in way of all five WingTanks.
(35,084 LBs x \$1.85 = \$64,905.00)
Frame 15 to 128 (1) Plate 96" x 7/16" x 245' 0" |
| <u>In Item 13.</u> | 10. Remove and reset the bottom plates of the No. 1., 2., 3., 4. and 5.
void tanks along the original seam lines. |
| <u>\$ 40,660.00</u> | 11. Demuck and clean innerbottom in way of all five Port/StarBoard Voids.
(Time and Materials) |
| <u>In Item 11.</u> | 12. Hammer scale rust and flake from floor, Bulkheads, C.V.K. and under
each manhole cover. |

\$225,014.00 13. Inspection, and supplemental specifications in order to crop and renew damaged and wasted Framing and Plate in way of the Void Compartments and Cargo Tanks, as follows:

S/1. 88,482 #

S/2. 21,369 #

S/3. 8,984 #

S/4. 2,794 #

S/5. -0- #

S/6. -0- #

Total LBS 121,629 # at \$1.85 = \$225,014.00

\$ 12,686.00 14. Weld up structural and wasted weld seams through out the interior of the vessel, as directed.

(2,819 Linear feet x \$4.50 = \$12,686.00)

\$ 2,300.00 15. Air Test to prove all repairs, Hydro test Cargo Tank by way of the Wing Tanks to check for leaks.

\$ 38,000.00 16. Coating: A. Interior \$ 12,000.00
B. Exterior \$ 26,000.00 per Owners specifications.

Owner to supply Material.

17. General Notes:

\$ 800.00 A. The U.S. Coast Guard and A.B.S. to be informed at all stages and necessary requirements to obtain current C.O.I. and Loadline to be effected.

N/A B. All Plates to be sized on removal and checked against the specifications.

N/C C. Scaffling, Removals, Compressed Air, Crane Service, Etc. to be included in the bid price.

\$ 10,000.00 D. If required by Chemist, only local cleaning permitted of asphalt or residue in cargo tanks in way of repairs only. (Time & Materials)

N/A

E. If Required, Fairing only, old to new in way of repairs.

N/A

G. Any/All changes to be clarified with Owner Rep. or N.L. Antrainer,
or Rep with MERRILL MARINE SERVICE.

\$ 2,300.00 18. Audio Guage as directed. (Time and Materials)

-0- Shots at \$ -0- = \$ -0-

\$ 500.00 19. Cargo Trunk Brackets.

#2., #3. Port/StarBoard Cargo Tanks;
four (4) brackets 9" x 1/2" x 9"

\$ 4,000.00 20. Cargo Tank Crack Stoppers.
per diagram Viking Maritec

\$ 2,200.00 21. Blast, Coat, Stip Cargo Tank longitudinal Angles

\$ 1,585.00 22. Work as directed to Remove and Repair Boiler and Power Units.
(Time and Materials)

\$ 1,512.00 23. Overtime to complete Hydro test, complete repairs, and coating.
(Authorized by Jessie Sandlein) 168 man hours @ \$9.00 per hour.

\$ 85.00 24. Pollution lines added (2" lines) to the Port/StarBoard drip pans and
piped into the No. 5. Cargo Tank. (Time and Materials)

\$ 660.00 25. Clean and apply a yellow safety strip to the deck gunwales as original.
Painted not quite one-half of Port/StarBoard Bow, Started raining,
left paint on Barge. Material: 15 gallons w/Non Skid Additive.
(Time and Materials)

Total \$439,757.00

- 180,317.00 Less Inv. 2-5 (90) Feb. 19, 1990 PAID "THANK YOU"

- 127,594.00 Inv. 1-7 (90) Jan. 19, 1990 PAID "THANK YOU"

\$131,846.00 Net Amount Owed for this Invoice.



S. B. A. SHIPYARDS, INC.

P. O. Box 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

HOPPER BARGE "D.M.-1202"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE, INC.
P.O. BOX 52189
New Orleans, LA 70512-2189

Attention: Mr. Mark East

INVOICE NO. 6-3 (90)

WORK ORDER NO. #1169

DATE June 15, 1990

P. O. NO.

INVOICE DUE UPON RECEIPT.

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract; in the case of a vessel we have a lien upon the vessel for our bill; all time contracts are subject, without responsibility on our part, to delay in case of strike, labor difficulties, fire or causes beyond our control; or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and/or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Futhermore, we undertake to perform work on vessels and provide berth, warfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and/or indemnity and/or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We Invoice your Account for the work done on your barge, "D.M. -1202", as you requested, and as listed below.

- Shift the barge from the north bank, side of the yard, to the cleaning slip on the south side. Move a crane and equipment to the location. Remove Plate, Asphalt, sand and water from the barge. Plate with heavy Asphalt to be placed up-side-down on the ground, to release Asphalt. Pile sand and trash along the slip. Approximately 110 yards of sand.

120 man hours at \$17.00 per man hour	\$2,040.00
12 hours of crane time, 110 ton crane and operator, at \$40.00 per hour of crane time	480.00
8 hours of Front-end-loader time, at \$15.00 per hour of time	120.00
Shifting charge, with tug service	45.00
Total Labor and Equipment	\$2,685.00
Total Invoice Amount Due	\$2,685.00

Checked By

Survey Requested by SBA SIF Vessel Owner or Agent N.M.S Date 1-21-91
Vessel NIMS 2301 Type of Vessel TANK BARGE Specific Location of Vessel SBA TOWINGS
Last Three (3) Cargoes ASPHALT (3X) Tests Performed On/Off/Visual Time Survey Completed 8:30 AM

BOW RAKE / SAFE FOR WORKERS
STERN RAKE / SAFE FOR HOTWORK
WING VOID D.B.
No. 2 P/S — SAFE FOR WORKERS / SAFE FOR HOTWORK
WING VOID D.B.
No. 1 P/S, 3 P/S, 4 P/S — SAFE FOR WORKERS
* SAFE FOR HOTWORK
* FIREWATCH WITH CHARGED FIREHOSE REQD. ON STAND-BY.
CARGO TANKS
No. 1-2-3 P/S — SAFE FOR WORKERS / SAFE FOR HOTWORK
STEAM COILS - BLOWN — SAFE FOR HOTWORK.
FORCED AIR VENTILATION REQD. IN WORK TANK.
(MIN. 1800 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] Company SBA Date 1-21-91 Signed [Signature] Marine Chemist Certificate No. 577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

SBA 5/4
Survey Requested by

NMS 3105
Vessel

No. 6 Oil
Last Three (3) Cargoes

W.O. 1207

NATIONAL MARINE
Vessel Owner or Agent

TANK BARGE
Type of Vessel

OIL / VISUAL
Tests Performed

5-7-91
Date

SBA MERMONTAI
Specific Location of Vessel

10:00 AM
Time Survey Completed

WING DOUBLE BOTTOM TANKS #2PTS

#4PTS

#5PTS

0704EL 20.7% OXYGEN

GENERALLY CLEAN, SOME

OILY WATER & SCALE,

WITH AIR VENT. (MIN. 500 CFM)

SAFE FOR WORKERS,

WITH WATER BOTTOM,

SAFE FOR HOT WORK

AGAINST TANKS FROM CARGO

TANKS & OUTSIDE BOTTOM.

FIREWATCH W/ CHG. HOSE REQUIRED

CARGO TANKS #1-5PTS

FORWARD & AFTER RACKS

WING DOUBLE BOTTOM TANKS #1PTS #3PTS

SAFE FOR WORKERS

SAFE FOR HOT WORK

AIR VENT. (MIN. 500 CFM) REQUIRED.

STEAM COILS

AIR BLOWN,

SAFE FOR HOT WORK

CARGO LINES & DEED LUTIL PUMP - OPENED, DRAINED & CLOSED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed W.B. Hatway SEA 5-7-91
Name Company Date

Signed W.B. Hatway 537
Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

Printed in U.S.A.



S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

National Marine Service
P.O. Box 52189
New Orleans, LA 70512-2189
Attn: Mark East

INVOICE NO. 5-2(91)

WORK ORDER NO. W/O 1207

DATE May 9, 1991

P.O. NO. 208 5915-166

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

We invoice your account for service done on National Marine Service #3105, barge as authorized by Jessie Sandlin.

1. Gas Free & Clean 300x54x15, double skin tank barge. Last cargo, 6 oil, to include double bottom, Wings, Pumps, Wells, and Pipeline steamed. Safe for Men, Safe for Fire, Removed 8 barrells B.S. & W.

786 Man hours @ \$20.00 per man hour \$15,720.00

2. Gas Free Chemist Certificate 300.00

3. Protective Clothing, Batteries, Flashlights, Detergent, and Boiler fuel. 7,635.00

TOTAL LABOR, MATERIALS, AND EQUIPMENT \$23,655.00

1% SALES TAX 236.55

TOTAL AMOUNT DUE THIS INVOICE \$23,891.55

*mailed Paper off
Barge - 1 copy of gas free
sent to
Jenny, 6-27-91
as requested*

CHECK BY :

SBA'S.S.V. NATIONAL MARINE 12-23-91
Survey Requested by Vessel Owner or Agent Date
NMS 3101 TANK BARGE 5139 / TENNESSEE
Vessel Type of Vessel Specific Location of Vessel
Asphalt (3X) Oil, LEL, Visual 9:15 AM
Last Three (3) Cargoes Tests Performed Time Survey Completed

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B.¹⁰

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO LINES - VALVES CLOSED. LINES DRAINED.

THIS VESSEL IS SAFE FOR LAY-UP.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed issued subject to compliance with all qualifications and instructions.

Signed Randy Marshall SBA Date 12-23-91 Signed James H. Mercer 57
Name Company Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

W.O. 1208

SERIAL NO. E81155

Survey Requested by SBA S.V. Vessel Owner or Agent NATIONAL MARINE Date 6-10-91
Vessel NMS 3104 Type of Vessel TANK BARGE Specific Location of Vessel SBA/JENNINGS
Last Three (3) Cargoes #6 OIL (3X) Tests Performed OIL/LEAK VISUAL Time Survey Completed 3:15 PM

BOW RAKE } SAFE FOR WORKERS

STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B. No. 5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK.

WING VOID D.B.¹²

No. 1-2-3-4 P/S - SAFE FOR WORKERS
* SAFE FOR HOTWORK.

* HOTWORK LIMITED TO OUTER KNUCKLE AREA.

CLEAN OUT HOLES TO BE BURNED FROM INSIDE - OUT.

FIREWATCH WITH CHARGED FIREHOSE REQUIRED.

CARGO TANKS:

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK.

STEAM COILS - BLOWN OUT - SAFE FOR HOTWORK.

CARGO LINES & DEADWELL - WASHED & DRAINED.
VALVES CLOSED

FORCED AIR VENTILATION REQD. IN WORK TANK (MIN. 100 CFM)

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

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ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces, or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

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CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed [Signature] Date 6/10/91 Signed [Signature] Certificate No. 577

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



S. B. A. SHIPYARDS, INC.

P.O. BOX 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

TANK BARGE "NMS 3104"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE
P.O. Box 52189
New Orleans, LA 70512-2189

Attn: Mark East

INVOICE NO. 6-3(91)
WORK ORDER NO. 1208
DATE June 14, 19 91
P.O. NO. 191-E-013

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

In connection with our Barge Cleaning Operations, S.B.A. is only responsible for the residue or products (B.S. & W.) that can be washed and pumped from the vessel. Any residue that has to be dug out, will be placed in containment or storage area, impounded, and become the property of the Barge or vessel owner, and must be moved from S.B.A. property for disposal within 90 days.

We invoice your account for Gas free and cleaning 300'x454'x15' double skin tank barge. Last Cargo 6-oil to include double bottoms and wings, steamed pipeline and pump wells. Safe for men and safe for fire. Products in all inter-bottoms except #5, Port/Starboard. After Butterworth and steaming main tanks and interbottoms, picked up and bucketted out approximately 50 barrels of product and rewashed tanks.

1150 man hours @ \$20.00 per man hour	\$23,000.00
Flashlights, Batteries, Detergent, Gas Free Certificate, fuel for Boiler and Pumps	<u>6,235.00</u>
TOTAL LABOR MATERIALS & EQUIPMENT	\$29,235.00
1% Sales Taxes	<u>292.35</u>
INVOICE AMOUNT DUE	\$29,527.35

CHECKED BY

SBA S.X.

Survey Requested by

NATIONAL MARINE

Vessel Owner or Agent

12-23-91

Date

NMS 3101

Vessel

TANK BARGE

Type of Vessel

SEPA / TEXAS

Specific Location of Vessel

ASPHALT (3X)

Last Three (3) Cargoes

O2, LEZ, VISUAL

Tests Performed

9:15 AM

Time Survey Completed

BOW RAKE } SAFE FOR WORKERS
STERN RAKE } SAFE FOR HOTWORK

WING VOID D.B.¹⁰

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS

No. 1-2-3-4-5 P/S - SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO LINES - VALVES CLOSED. LINES DRAINED.

THIS VESSEL IS SAFE FOR LAY-UP.

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

SAFE FOR HOT WORK: Means that in the compartment so designated: (a) oxygen content of the atmosphere is at least 19.5 percent by volume, with the exception of inerted spaces or where external hot work is to be performed; and that, (b) the concentration of flammable materials in the atmosphere is below 10 percent of the lower flammable limit; and that, (c) the residues are not capable of producing a higher concentration than permitted by (b) above under existing atmospheric conditions in the presence of fire, and while maintained as directed on the Marine Chemist's Certificate; and further, that, (d) all adjacent spaces containing or having contained flammable or combustible materials have been cleaned sufficiently to prevent the spread of fire, or are satisfactorily inerted, or, in the case of fuel tanks or lube oil tanks, or engine room or fire room bilges, have been treated in accordance with the Marine Chemist's requirements.

NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed

Name

Company

Date

Signed

Marine Chemist

Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS



S. B. A. SHIPYARDS, INC.

P.O. BOX 1386
JENNINGS, LOUISIANA 70546
PHONE (318) 824-1519

DOUBLE SKIN TANK BARGE "NMS-3101"
and/or OWNERS, and/or CHARTERS,
National Marine Service
P.O. Box 52189
New Orleans, LA 70512-2189

INVOICE NO. 12-4(91)
WORK ORDER NO. 1223
DATE December 26, 19 1991
P.O. NO. 1291E108

Attention: Mr. Mark East

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: In the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

In connection with our Barge Cleaning Operations, S.B.A. is only responsible for the residue or products (B.S. & W.) that can be washed and pumped from the vessel. Any residue that has to be dug out, will be placed in containment or storage area, impounded, and become the property of the Barge or vessel owner, and must be moved from S.B.A. property for disposal within 90 days.

We invoice your account for cleaning of 54'x295'x15' double skin tank barge,
NMS-3101.

TOTAL AMOUNT DUE(LABOR AND MATERIALS) \$46,541.00

Checked By: _____



TELEPHONE (318) 824-1519 / P. O. BOX 1386 / JENNINGS, LOUISIANA 70546
FAX (318) 824-8330 / foot of LA Hwy #3166

December 26, 1991

Double Skin Tank Barge NMS #3101
and/or Owners, and/or Charters,
National Marine Service
P.O. Box 52189
New Orleans, LA 70512-2189

Attention: Mr. Mark East

Invoice for cleaning 54'x295'x15' double skin tank barge.

1. Butterworth, steam and clean main tanks, safe for men. Shift vessel across from cleaning plant. Use jack hammers and personnel to remove approximately 349 barrells of asphalt and 6-oil from main tanks and forward rake tanks, using buckets and dump boxes with crane. Mix asphalt and 6-oil residue with sand to use as solid waste. Move vessel back to cleaning plant resteam and butterworth main tanks. Steam and drop and pick up residue from pipe lines and pump well. All safe for man, safe for fire.

2189 man hrs @ \$18.00 per man hr	\$39,402.00
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Protective clothing, rubber gloves, flash lights & batteries, Vermillion Rip detergent, and diesel for pumps and boiler fuel	6,839.00
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2. Gas Free Chemist Certificate-Safe for men, safe for fire.	<u>300.00</u>
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INVOICE AMOUNT DUE(LABOR & MATERIALS)	\$46,541.00
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Barge to be laid up-not taxed. Barge inter bottoms had no products only rust and some small amounts of water. Barge deck trunk, side sheets, and top of Bulkheads thin and numerous holes.



S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

DOUBLE SKIN TANK BARGE "NMS-3101"
and/or OWNERS, and/or CHARTERS,
National Marine Service
P.O. Box 52189
New Orleans, LA 70512-2189

INVOICE NO. 12-4(91)

WORK ORDER NO. 1223

DATE December 26, 19 1991

P.O. NO. 1291E108

Attention: Mr. Mark East

RED LETTER CLAUSE

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

In connection with our Barge Cleaning Operations, S.B.A. is only responsible for the residue or products (B.S. & W.) that can be washed and pumped from the vessel. Any residue that has to be dug out, will be placed in containment or storage area, impounded, and become the property of the Barge or vessel owner, and must be moved from S.B.A. property for disposal within 90 days.

We invoice your account for cleaning of 54'x295'x15' double skin tank barge, NMS-3101.

TOTAL AMOUNT DUE(LABOR AND MATERIALS) \$46,541.00

Checked By: _____

Survey Requested by SBA S.Y. Vessel Owner or Agent NIMS Date 1-21-94
Vessel NIMS 3102 Type of Vessel TANK BARGE Specific Location of Vessel SBA/TENNINGS
Last Three (3) Cargoes #6 OIL, ASPHALT, UNK. Tests Performed On 1st Visual, BENZENE Time Survey Completed 3:15 PM

BOW RAKE / SAFE FOR WORKERS

STERN RAKE / SAFE FOR HOTWORK

WING VOID D.B.¹²

No. 1-2-4-5 P/S — SAFE FOR WORKERS

SAFE FOR HOTWORK

WING VOID D.B.¹²

No. 3 P/S

CARGO TANKS:

No 1-2-3-4-5 P/S / * FIREWATCH WITH CHARGED

FIRE HOSE REQUIRED ON STAND-BY.

BENZENE - LESS THAN 0.5 PPM

FORCED AIR VENTILATION REQUIRED. (MIN. 1000 CFM)

DECK FUEL OIL TANKS (2) - SAFE FOR HOTWORK.

HOT OIL COILS - DRAINED, WASHED & BLOWN WITH AIR.

SAFE FOR HOTWORK

Item # 1-

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

SAFE FOR WORKERS: Means that in the compartment or space so designated: (a) the oxygen content of the atmosphere is at least 19.5 percent by volume; and that, (b) toxic materials in the atmosphere are within permissible concentrations; and that, (c) the residues are not capable of producing toxic materials under existing atmospheric conditions while maintained as directed on the Marine Chemist's Certificate.

NOT SAFE FOR WORKERS: Means that in the compartment or space so designated, the requirements of Safe for Workers have not been met.

ENTER WITH RESTRICTIONS: Means that in any compartment or space so designated, entry for work may be made only if conditions of proper protective equipment, clothing, and time are as specified.

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NOT SAFE FOR HOT WORK: Means that in the compartment so designated, the requirements of Safe for Hot Work have not been met.

SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Neal Richard SBA 1-21-94 Date 1-21-94 Signed Kenneth H. Hataway 577
Name Company Date Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS

S.B.A. SHIPYARDS, INC.
9040 CASTEX LDG.
P.O. BOX 1386
JENNINGS, LA 70546

INVOICE NO 1-10-(94)
WORK ORDER # 1297
JANUARY 25, 1994
P/O # 1193-034

DOUBLE SKIN TANK BARGE "NMS-3102"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE
P.O. BOX 52189
NEW ORLEANS, LA 70512-2189

ATTENTION: MARK EAST

FINAL INVOICE FOR CLEANING 300' X 54' X 15' DOUBLE HULL TANK
BARGE. SAFE FOR MEN; SAFE FOR FIRE AND AS DIRECTED BY MR. LLOYD
MURPHY AS FOLLOWS;

1. SHIFTED BARGE ACROSS SLIP TO CLEANING PLANT, CONNECTED HOSES
TO DECK HEADER. OPEN DECK HATCHES AND PUMPED WATER FROM WINGS
AND DOUBLE BOTTOMS. REMOVED OIL FROM HEATING COILS AND BOILER
IN ORDER TO USE STEAM COILS FOR HEATING MAIN TANKS AS HEATING
SYSTEM WAS INOPERABLE. BUTTER WORTH ALL MAIN DECK CARGO TANKS
TO MAKE SAFE FOR PERSONNEL. STEAM & HOT WATER TO REMOVE 6-OIL
FROM CARGO TANKS. SHIFT BARGE TO GRAVING DOCK ^AEND DOCK IN
ORDER TO CUT BOTTOM HOLES FOR WASHING INTERBOTTOMS AND REMOV-
ING RUST AND BUILD UP. INCLUDING HOLED BOTTOMS IN #1 P/S
TANKS, AS WE WERE UNABLE TO KEEP PUMPED OUT. JACK-HAMMERED
AND REMOVED APPROXIMATELY 328 BBLs ASPHALT FROM CARGO TANKS BY
BUCKETS TO 8 BBL DUMP BOXES ON DECK. USED CRANE TO DUMP
BOXES WHEN FULL. REWELDED PATCHES AND HOLES CUT IN BOTTOM
AND THOSE FOUND BY LLOYD. REMOVED BARGE BACK TO CLEANING
PLANT AND REBUTTERWORTHED TO REMOVE LOOSE RESIDUE. SPENT
CONSIDERABLE MAN HRS OF LABOR REMOVING OIL, RUST, AND MUD,
FROM THE 36 FRAME PORT/STB #3 INTERBOTTOMS & WINGS. APPROX-
IMATELY 39 BBLs OF RUST OIL AND WATER FROM WASHING WAS
PICKED UP. WASHED DECK AS DIRECTED BY LLOYD MURPHY AND GAS
FREED TWO LARGE DECK FUEL TANKS.

2812 MAN HRS LABOR TO PERFORM CLEANING REQD @

\$18.00 PER MAN HR. \$50,616.00

2. GAS FREE CHEMIST CERTIFICATE; SAFE FOR MEN;
SAFE FOR FIRE; COPY OF CERTIFICATE IN 3"
HOLDER AT CENTERLINE WARNING SIGNS (INCLUDES

BENZENE CHECK). 330.00



S. B. A. SHIPYARDS, INC.

P.O. BOX 1386

JENNINGS, LOUISIANA 70546

PHONE (318) 824-1519

✓

DOUBLE SKIN TANK BARGE "NMS-3103"

and/or OWNERS, and/or CHARTERS,

NATIONAL MARINE SERVICE

P.O. BOX 52189

NEW ORLEANS, LA 70512-2189

ATTN: MARK EAST

RED LETTER CLAUSE

INVOICE NO. 2-5(94)

WORK ORDER NO. 1298

DATE FEB 28, 19 94

P.O. NO. #1193-E-035

We contract only upon the following terms, applicable to every contract: in the case of a vessel we have a lien upon the vessel for our bill: all time contracts are subject, without responsibility on our part, to delay in the case of strike, labor difficulties, fire or causes beyond our control: or liability in case of defective workmanship or material is limited strictly to the proper replacement thereof. In respect of loss and / or damage to the vessel, we will not be responsible unless reported in writing within sixty days of delivery. This is in lieu of all other warranty.

Furthermore, we undertake to perform work on vessels and provide berth, wharfage, towage and other services and facilities only upon condition that we shall not be liable in respect to any one vessel, directly or indirectly in contract, tort or otherwise, to its owners, charterers or underwriters for any injury to such vessel, its cargo, equipment or movable stores, or for any consequences thereof, unless such injury is caused by our negligence or the negligence of our employees and in no event shall our aggregate liability to all such parties in interest for damage sustained by them, as a result of such injury, exceed the sum of \$300,000.00.

"In connection with the accident and / or indemnity and / or insurance clauses, if any, contained in your specifications relating to liability for personal injuries, please note that we do not agree to same, insofar as they undertake to impose any liability or any obligations to take out or maintain insurance beyond the liabilities or the obligations to insure imposed upon us by law."

**WE INVOICE YOUR ACCOUNT FOR SHIFTING AT CLEANING PLANT AND
CLEANING 300'X54'X15' DOUBLE HULL BARGE; SAFE FOR MEN AND SAFE
FOR FIRE, AS DIRECTED BY LLOYD MURPHY.**

TOTAL LABOR, MATERIALS, AND EQUIPMENT. . . \$50,658.00

6% STATE AND PARISH TAXES. 3,039.48

INVOICE AMOUNT DUE \$53,697.48

CHECKED BY:

Carolyn L Kilburn

CAROLYN L. KILBURN

S.B.A. SHIPYARDS, INC.
9040 CASTEX LDG.
JENNINGS, LA 70546

INVOICE # 2-5(94)
WORK ORDER # 1298
FEBRUARY 28, 1994
P/O #1193-e-035

DOUBLE SKIN TANK BARGE "NMS - 3103"
and/or OWNERS, and/or CHARTERS,
NATIONAL MARINE SERVICE
P.O. BOX 52189
NEW ORLEANS, LA 70512-2189

ATTN: MARK EAST

WE INVOICE YOUR ACCOUNT FOR SHIFTING AT CLEANING PLANT, CLEANING
300'X 54' X 15' DOUBLE HULL TANK BARGE; SAFE FOR MEN AND FIRE AS
DIRECTED AND INSPECTED BY LLOYD MURPHY AS FOLLOWS;

1. SHIFTED BARGE ACROSS SLIP AND CLEANING PLANT.
CONNECTED NECESSARY HOSES TO DECK HEADER. REMOVED
HEATING OIL FROM HEATER TANK AND COILS IN ORDER TO
USE STEAM IN COILS TO HEAT CARGO TANKS AND BUTTER-
WORTH SAFE FOR MEN. JACKHAMMERED AND REMOVED APPROX-
IMATELY 410 BARRELS HARD ASPHALT FROM CARGO TANKS.
BUCKETED FROM TANK TO DUMP BOXES AND CRANE TO DUMP
AND PLACE ON BARGE FOR REFITTING, SCRAPPED AND
BUCKETED OUT RUST, MUD, AND TRASH FROM INTERBOTTOMS
AND WINGS, PORT AND STARBOARD. WASHED AND REMOVED
OIL AND RESIDUE FROM #3 AND #4 PORT AND STB INTER-
BOTTOMS AND WINGS. GAS FREED DECK FUEL TANKS AND
POLLUTION BOXES. PICKED UP APPROXIMATELY 43 BBLs
RUST AND BUCKETED OUT, DUMPED BBLs AS REQUIRED.
STEAMED PIPELINES AND PUMP WELL.

2623 MAN HRS LABOR REQUIRE FOR CLEANING @ \$18.00
PER MAN HR. \$47,214.00

2. A) DIESEL FUEL FOR BOILERS AND PUMPS. 2,122.00
B) DETERGENT (VERMILLION RIP) 797.00
C) FLASHLIGHTS, BATTERIES, PROTECTIVE GEAR,
RUBBER GLOVES, AND LIGHT BULBS 185.00
D) GAS FREE CHEMIST CERTIFICATE; SAFE FOR MEN
AND SAFE FOR FIRE(COPY OF CERT PLACED ON
BARGE) 340.00

3. TOTAL LABOR & MATERIALS \$50,658.00
6% STATE AND PARISH TAXES 3,039.48
INVOICE AMOUNT DUE. \$53,697.48

Handwritten:
410
43
47214

P.O. BOX 3602 BEAUMONT, TEXAS 77704
(409) 832-6409, 898-4822, 866-4223
W.B. HATAWAY 537 K.L. MERCER 577

MARINE CHEMIST CERTIFICATE
SERIAL NO. F 50997

JOB # 1298

Survey Requested by <u>SBA S.Y.</u>		NMS		3-1-94	
Vessel <u>NMS 3103</u>		Vessel Owner or Agent <u>TANK BARGE</u>		Date	
Last Three (3) Cargoes <u>ASPHALT (3X)</u>		Type of Vessel <u>O2, L&L, VISUAL</u>		Specific Location of Vessel <u>SBA/JENNINGS, LA</u>	
		Tests Performed		Time Survey Completed <u>9:50 AM</u>	

BOW RAKE / SAFE FOR WORKERS
STERN RAKE / SAFE FOR HOTWORK

WING VOID D.B.
No. 1-2-3-4-5 P/S — SAFE FOR WORKERS
SAFE FOR HOTWORK

CARGO TANKS
No. 1-2-3-4-5 PORT/STARBOARD — SAFE FOR WORKERS
* SAFE FOR HOTWORK
FIREWATCH WITH CHARGED FIRE HOSE REQUIRED
ON STAND-BY AT WORK SITE.
FORCED AIR VENTILATION REQUIRED IN WORK TANK.

HOT OIL COILS — WASHED & BLOWN WITH AIR.

DIESEL OIL TANKS PORT/STARBOARD — SAFE FOR HOTWORK

CARGO LINES & DEEPWELL — WASHED & DRAINED
VALVES CLOSED

In the event of any physical or atmospheric changes adversely affecting the STANDARD SAFETY DESIGNATIONS assigned to any of the above spaces, or if in any doubt, immediately stop all work and contact the undersigned Marine Chemist.

QUALIFICATIONS: Transfer of ballast or manipulation of valves or closure equipment tending to alter conditions in pipe lines, tanks or compartments subject to gas accumulation, unless specifically approved in this Certificate, requires inspection and endorsement or reissue of Certificate for the spaces so affected. All lines, vents, heating coils, valves, and similarly enclosed appurtenances shall be considered "not safe" unless otherwise specifically designated.

STANDARD SAFETY DESIGNATIONS (partial list, paraphrased from NFPA 306 Subsections 2-3.1 through 2-3.5, and Subsection 6-3.2)

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SAFE FOR REPAIR YARD ENTRY: Means that the compartments and spaces of the flammable cryogenic liquid carrier so designated: (a) have been tested by sampling at remote sampling stations, and results indicate the atmosphere tested to be above 19.5 percent oxygen, and less than 10 percent of the lower flammable limit, or (b) are inerted.

CHEMIST'S ENDORSEMENT. This is to certify that I have personally determined that all spaces in the foregoing list are in accordance with NFPA 306 Control of Gas Hazards on Vessels and have found the condition of each to be in accordance with its assigned designation.

"The undersigned acknowledges receipt of this Certificate under Section 2-6 of NFPA 306 and understands conditions and limitations under which it was issued."

This Certificate is based on conditions existing at the time the inspection herein set forth was completed and is issued subject to compliance with all qualifications and instructions.

Signed Rouis Smadail SBA 3-1-94
Name Company Date
Signed [Signature] 577
Marine Chemist Certificate No.

NOTE: THIS CERTIFICATE IS VALID ONLY ON MARINE VESSELS